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Hongkong Daily Press.

ESTABLISHED 1857.

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9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 10 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 10 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 10 minutes.
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9.30 a.m. to 10.00 a.m. Every 10 minutes.
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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 12th December, 1901.

THE Bombay Corporation has just been considering a report by Dr. CHOKSY on the serum treatment of bubonic plague, which is far more favourable to this method of combating the disease than are the reports of other recent observers. Dr. CHOKSY has had experience of five plague epidemics and has been studying the last Indian outbreak at the Arthur Road Hospital, Bombay. His opinions therefore are entitled to careful attention, even though they may be contested by the opponents of serum treatment. We are told by Indian authorities (self-constituted as such, it may be added) that plague in Hongkong is as nothing compared with what it is in India. Nevertheless, in view of the terrible mortality-rate among the sufferers and the comparatively large number of European victims, it is certain that we cannot afford to neglect any remedies which India finds of service; for, with all deference to the great Dependency, we must hold Hongkong to be as integral a part of the British Empire and its public health as important as India's. We are aware that it was possible during the past epidemic for those who wished to be inoculated against plague. But would it not also be possible, in the unfortunate event of another epidemic, to treat the sufferers as many of the Indian patients have been treated, with apparent success? The Bombay mortality is declared to have diminished after serum treatment. Into the technical and medical side of the question we shall not venture to enter, but in view of the constant attempts being made in other parts of the world to improve the treatment it seems not too much to expect that Hongkong, a notable victim of the scourge, should help in the investigation.

The English mail of the 9th November was delivered in London on the 9th instant.

On Tuesday night the Portuguese gunboat *Zaire* arrived from Macao. Early yesterday morning H.M.S. *Brantley* left for Canton.

The sentence on Dr. Lottor, brother of the commandant of that name, who was also captured and sentenced to be hanged, was last month commuted to seven years' imprisonment.

Yesterday the police reported that on the previous day a Chinese coolie, aged 16, fell from a building in course of erection in Cross Street, Wanchai, and sustained injuries from which he died.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
Zoroastrian Charity Fund ... \$100
Mrs. Holborn ... \$3.83.

The Government of India recently sent a large consignment of harness and saddlery of Indian manufacture to Sir John Forrest, Commonwealth Minister for Defence, to enable the Australian Government to judge of the advisability of procuring these articles from India.

There will be a Rugby football match at 4 p.m. to-day, Club v. Navy, when the following will be the Club team:—Back: Gray; three-quarters—Smyth, Beattie, Cowie, and A. N. Other; halves—Knox and Jordan; forwards—Johnson, Hallifax, Sandford, Wilson, Clark, Wolfe, McGregor, and McMurtrie (capt.).

The police report that Olaf Andersen, a seaman on the vessel *Oseberg*, was taken to hospital on Tuesday evening suffering from exhaustion, bruises, and cuts. He had gone on board the vessel for drink and started to fight. In the course of this he jumped overboard and swam to the *a.s. Gaelic*. His injuries are not serious.

In the billiard-room at the Central Police Office yesterday, Constable Alexander Waters, who is returning home to the "lang toon o' Kirkcaldy," invalidated, after about 13 years' service, was made the recipient of a purse of sovereigns by the members of the Police Force. Sergeant MacSwayed made the presentation. He referred to Constable Waters's popularity among his comrades in the Hongkong Police and expressed the wish that he would soon be restored to health, be successful in whatever walk of life he chose in his native country, and that he would remember all his old friends in the Colony. Sergeant MacSwayed also made reference to the good feeling entertained toward Constable Waters by the Chinese. Constable Waters, who replied in fitting terms, came to Hongkong from the Glasgow Police Force.

Although the relief was long ago foreshadowed in these columns, says the *Singapore Free Press*, it is now definitely stated by the War Office that the Welsh Fusiliers from Hongkong will come to Singapore. That will happen when a battalion is sent to Hongkong from South Africa—possibly, as mentioned before, one of the Devon's battalions. But this is uncertain. The Welsh Fusiliers will relieve the 3rd Madras Light Infantry, and as the Fusiliers will go to Tanglin the 13th will go into active duty, probably at Keppel Harbour, pending the erection of permanent barracks there. Considering everything, we do not fancy the move will take place before June, but it will certainly be quite imminent then if it has not actually come off. Singapore before the latter part of 1902 will therefore have its future normal garrison, one British battalion of Infantry, and one battalion of Indian troops.

Hongkong, according to the Press of other Eastern ports, seems to be one of the most desirable places of residence and best governed cities in the world. Recently the Japanese papers have been assuring us that we have no genuine grievances and that the talk about the hardships of life here is humbug. The *Times* of India says our plague epidemics are trifling. The *Kobe Chronicle* admires our short way with beachcombers, and now the *Singapore Free Press* commends our riches and chair tickets. In its issue of the 4th inst. our contemporary says:—"A very practical idea is that of the issue of checks or tickets by the Treasury and Police Stations, redeemable at the Treasury. We have alluded to this system before as practised by the Hongkong Club for the benefit of its members. The Secretary sells little books of tickets, the members pay their chair or rikisha coolies with these, and these are cashed at the Club. The system works well, and the coolies take to it very readily." And yet we do not appreciate our earthly Paradise!

The writer of racing notes in the *Malay Mail* comes to the conclusion that there will never be satisfactory handicapping in the Straits till there is a paid official, who ought to be paid at least a salary of \$500 a month, with travelling expenses extra, so as to enable him to devote his whole time to travelling about from meeting to meeting and to making out his handicaps. In Australia, the same writer goes on to say, the official handicappers are paid salaries of a thousand sterling a year and upwards, and they do nothing else but handicap. It is this class of man that in the best interests of racing in the Straits Settlements and Federated Malay States, is required so badly. To people who do not know what the work is like, the salary may appear too large. But, until one has tried it, no one can realise the amount of labour to be got through by a conscientious handicapper during the course of a three days' race meeting. As a matter of fact, a man must keep himself to a certain extent in strict training all the year round to be fit for the task if he is to handicap at every meeting.

Mr. Pennel, the Indian Civilian of Noakhali fame, has returned to Calcutta from Europe.

The Viceroy of India on the 28th inst. opened the new wards of the Hospital at Mandalay which has been built by Father Wehinger from subscriptions raised in all parts of the world for the benefit of the lepers, who are a terribly large community in Burma.

The total plague mortality in India for the week ended 9th November was 1,000, of which 831 deaths took place in Mysore and 161 in the Bombay Presidency. Bombay City reported 72 deaths against 35 in Calcutta. The decrease which was shown in the plague mortality for the week ended 9th November was not sustained. The figures for the week ended 16th November were almost identical with those for the week ended 2nd November, the only important change being that 67 deaths from plague were reported from Kashmir during the week ended the 16th, whereas only two deaths were shown in the preceding week's figures.

The *France Militaire* announces the invention of a new gun and states that the chief object of the recent visit of the French Minister of War to Bourges was in order to be present at the trials of the gun. The inventor is Lieut. Ravon, of the French artillery, who was promoted from the ranks owing to the interest he showed and the suggestions he made in connection with gun-making. The Minister of War attended some experiments made last year at the camp at Chalons with a gun invented by Lieut. Ravon, and in consequence the inventor was sent to Bourges, where the resources of the workshops were placed at his disposal for the improvement of his gun. In this he has been so successful that after the recent trials at Bourges Gen. André showed his high appreciation with what had been accomplished by nominating Lieut. Ravon for the rank of captain.

The possibility of litigation between Mr. John Gunn, of the London Gaiety Company, and Mr. Henry Dallas in regard to the performance by Mr. Dallas of plays of which Mr. Gunn, or Mr. George Edwards, of the Gaiety Theatre, London, claims the rights of representation in India, is now reported to have come to an end. Mr. Dallas has, it is understood, given an undertaking not to perform any of the plays for which Mr. Gunn has a license during the season, and has, through Mr. Gunn, expressed regret to Mr. George Edwards for having performed *The Toreador* in Burma already without a license. Some doubt already existed as to whether the rights of exclusive dramatic representation have been extended to India, and Mr. Dallas, in playing *The Toreador* without first securing a license, was only doing what many of his predecessors have done without objection being taken.

In his interesting annual report to the Western Australian Parliament, the Protector of Aborigines in that State suggests the need of legislation for further supervision of those employed in the north-west coast of the country. Some light is thrown on the reasons actuating the large and influential party in the Commonwealth who demand that the immigration into Australia of Asiatics should be restricted, if not indeed prohibited, when we find the Protector saying:—"The intermingling of natives with Asiatics, which is rapidly increasing, is in my opinion, bad for the race. Though reports show that Asiatics, as a rule, who possess themselves of natives view them very kindly, this very kindness will probably fill some of the northern districts with a mongrel race very inimical to their future quietude." Some employed in the pearling industry in Western Australia are principally Malays, with a sprinkling of Japanese.

The Baltic and Black Sea canal question has been resuscitated. The Russian Ministry of Ways of Communication is examining the details of yet another project, which has in view the construction of a gigantic waterway from Riga, in the north, to Kherson, at the mouth of the Dnieper, on the Black Sea coast. Few particulars of the present project have been made public so far, but it would appear that the huge sums of money either already spent or voted by the Russian Government to be spent on deepening and general improvements at Kherson have all along been granted by the Government authorities with full cognisance of the important part which Kherson would play as the southern terminus of a grand canal system joining the Baltic and the Black Seas at some future date. Apart altogether from its strategic importance, says an Odessa correspondent, such a canal would be an incalculable boon to many of the finest agricultural and industrial Governments of the Russian Empire.

A telegram dated Calcutta, 27th November, says:—"A great cyclone passed over Calcutta yesterday. Storm signals were hoisted (one after another) until at last the great danger threatening caused cancellation in the city. The wind blew a hurricane for several hours, and heavy rain accompanied it, flooding the town. Telegraphic communication with the light-ships and briggs at the mouth of the Hooghly was interrupted. The power of the electric installations of the city was suspended, owing to falling posts carrying the telegraph wires across the electric wires, causing fusing of the wires. Several vessels are now to be seen at the mouth of the river, but their fate is not yet known. The shipping in the river had a bad time; but, being forewarned, measures for protection were taken in time. Several boats were swamped. Many huts were blown away, the circus tents were blown down, and many trees were uprooted. Business generally was suspended. The full extent of the damage is not yet known. The storm started at 4 o'clock in the afternoon, but the weather continued heavily clouded."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

LONDON, 10th December, 8.30 p.m.

SERIOUS ILLNESS OF COUNT

WALDERSEE.

Count von Waldersee's condition is pronounced to be serious.

AN UNFORTUNATE ENVOY.

L'Echo de Paris says that the Korean representative at Paris, Sou Man-gun, has been ruined through frauds.

IMPORTANT DATES.

The Press Association says that the King's Coronation has been fixed for the 26th June next. The opening of Parliament will take place on the 16th January.

REUTER'S SERVICE.

LONDON, 9th December.

THE SOUTH AFRICAN WAR.

The Pretoria correspondent of the *Times* states that De Wet, with a commando of one thousand men, is to the south of Heilbron, Orange River Colony.

The Boers in the Transvaal are endeavouring to go north.

Frequent attacks are being made on the railway, and it has been found necessary to build block-houses every 600 yards connected by wire entanglements, block-houses a mile apart being powerless to stop the raids of the enemy.

HOLLAND AND THE BOER

REFUGEES.

The Brussels correspondent of the *Standard* states that the Poyens have declined the request of Holland to support her demand that the Boer refugees be brought to Holland.

LONDON, 9th December.

DUTCH DOCKERS AND BRITISH

SHIPPING.

The Dutch dockers have finally abandoned their scheme for an international boycott of British shipping, the foreigners and many of the Dutch dockers refusing to join in the attempt.

REINFORCEMENTS FOR THE CAPE.

The fifth Warwickshire Regiment, nearly 900 strong, will leave for the Cape on the 16th instant.

VICTORIA REGATTA.

FIRST DAY'S PROGRAMME.

The forty-fourth annual Regatta promoted by the Victoria Recreation Club was opened yesterday afternoon at Kowloon and proved to be eminently successful. As usual the Club had made elaborate arrangements for the reception of spectators. The club-house and grand stand were beautifully decorated with flowers and plants, and numerous launches and other craft had been secured for the accommodation of the officials and the debarcation of the course. H.E. the Governor, Sir Henry A. Blake, G.C.M.G., filled the presidential duties and the other officials were as follows:—Stewards:—Vice-Admiral Sir Cyprian Bridge, K.C.B., Major-General Sir W. Gascogne, K.C.M.G., Dr. J. M. Atkinson, Hon. C. P. Chater, C.M.G., Hon. A. W. Brewin, Col. L. F. Brown, R.E., Mr. E. F. Gros, Dr. O. Gumprecht, Consul-General; Major A. B. Hamilton, D.A.A.G.A., Mr. F. A. Hazeland, Sir T. Jackson, Hon. J. H. Stewart Lockhart, C.M.G., J. J. Leiris, Vice-Consul for Brazil, Mr. H. N. Moyle, Commodore F. Powell, R.N., A. G. Romano, Consul-General for Portugal; Hon. Commander R. Murray Rumsey, R.N., Messrs. T. Sercombe Smith, N. A. Siebs, W. Potts, W. A. Rubles, U.S. Consul-General; Hon. T. H. Whitehead, Dr. G. H. B. Wright, D.D., and Mr. M. A. A. Souza, Committee.—Hon. H. E. Pollock, Chairman; Messrs. A. A. Alves, W. Armstrong, W. S. Bailey, A. Denison, E. M. Hazeland, H. W. B. Kenneth, M. M. McIver, and Thos. H. Koid. Judges of the Rowing Race:—Mr. Basil H. Taylor, R.N., Captain W. O. Hastings, R.N., and Mr. E. D. Sanders, Umpires and Starters.—Starters.—Starter (Rowing) Mr. W. H. Potts. Umpires (Rowing) Hon. J. H. Stewart Lockhart, C.M.G., and Mr. H. W. Armstrong. Yachts and Open Sailing Boats, Mr. H. H. Gale. Time-keeper.—Mr. Geo. P. Lamert. The whole arrangements were admirably carried out by Mr. F. H. White, acting hon. secretary, and Mr. W. H. Potts, hon. treasurer, assisted by the various committees of the Club. As regards the weather conditions under which the Regatta was held, they were all that could be desired. At one o'clock in the afternoon when the first race was timed to begin it was pleasantly warm without much sun, and thus it continued until the conclusion of the day's programme. There was very little wind, too, so that the rowing competitions could hardly have taken place under more favourable auspices, yet quite enough to make the sailing matches of the required interest. Thanks to the vigilance of the Water Police under Inspector Rilly there was never anything approaching an obstruction of the course. After the race for the Ladies' Prizes, these were presented to the winning crew—that of the *Rose*, by Miss Hutchings. The crew were introduced by Mr. F. H. White, hon. secretary of the Club. Miss Hutchings gracefully presented the trophies, which took the form of some handsome pieces of silver plate, congratulated the crew upon their victory and wished them continued success. Mr. E. Herbst, stroker, thanked Miss Hutchings and presented her with a beautiful bouquet of flowers. The ceremony was brought to a close by three cheers

being given for the lady donors. Appended are the results of the races.

FIRST RACE.
LIGHT GIGS.—Open to European non-commissioned Officers and men of any regiment or corps of the garrison, or to European crews of any of H.M. Vessels, or to European members of the Police Force. Entrance, \$1. Distance, One Mile. Boats to be approved of by the Committee. Time allowance, 3 seconds per oar. Four boats must start for 2 prizes.

1. Police Whaler, 5 oars.
2. 25th Co. R.E., 5 oars.
3. Victoria, R.E., 7 oars.

This was a close race throughout and was won without much to spare. Time 8 mins. 18 secs.

SECOND RACE.
CHAIRMAN'S CHALLENGE CUP.—For four-oars. Cup to be held by the winning crew for one year, but to remain the property of the Club. Distance, one mile and a quarter. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

1. Station No. 4.—White, crimson, blue sash.
Bow... F. D. Bain ... 10 10
2... F. J. Engelen ... 12 7
3... C. Sherrington ... 13 1
Stroke... A. E. Alves ... 11 6
Cox... C. M. S. Alves ... 10 0

Station No. 5.—Dark blue and light blue.
Bow... A. Humphreys ... 10 10
2... J. H. R. Hance ... 10 8
3... G. Humphreys ... 12 2
Stroke... E. Herbst ... 10 0
Cox... S. A. Sath ... 10 0

Station No. 3.—White and red sash.
Bow... F. M. Rosa Pereira ... 10 4
2... R. Lapley ... 11 4
3... A. J. Mackie ... 11 5
Stroke... C. E. A. Hance ... 11 6
Cox... H. M. Bain ... 10 0

The crew of the *Rose* drew out well from the others shortly after the start and retained their advantage till the end, winning by 8 lengths from *Kornblumer*, which was only 1/2 of a length in front of the *Thistle* when the line was crossed. Time 8 mins. 35 1/5 secs.

THIRD RACE.

MEN OF WAR'S CLUB.—The boats to be approved and handicapped if necessary by the Committee. Distance, one mile. Time allowed for oars, 8 seconds per oar. Four boats must start for two prizes. Entrance, \$1. First prize, \$15; Second prize, \$5.

1. *Glory* (No. 1), 14 oars.
2. *Glory* (No. 2), 12 oars.
3. *Orlando*, 13 oars.

No. 1 *Glory* conceded 14 secs to No. 2 *Glory* and won by a short lead. Time 8 mins. 53 1/5 secs.

FOURTH RACE.

LADIES' PRIZE.—Presented by the ladies of Hongkong. For four-oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

Station No. 3.—Dark blue and light blue.
Bow... A. Humphreys ... 10 10
2... J. H. R. Hance ... 10 8
3... C. E. A. Hance ... 11 6
Stroke... E. Herbst ... 10 0
Cox... S. A. Sath ... 10 0

Station No. 1.—White and blue.
Bow... J. Miller ... 10 10
2... A. Loureiro ... 10 0
3... A. E. Alves ... 11 6
Stroke... A. A. Alves ... 11 6
Cox... F. W. White ... 10 0

Station No. 2.—Black, pink sash.
Bow... W. W. Carpenter ... 11 12
2... W. A. Stapan ... 12 4
3... C. Sherrington ... 13 1
Stroke... R. Lapley ... 11 4
Cox... S. R. Henderson ... 10 0

This was a splendid race, as the time, 7 mins. would indicate. With the outside position the *Rose* looked as if she were to be beaten early in the race, owing to her crew steering very close to the shore and thus losing the advantage, but this only proved his knowledge, for his crew won with something comfortable to spare. The crew worked very well together and were in the pink of condition apparently.

FIFTH RACE.

HARBOUR POLICE.—Open to the Chinese members of the Harbour Police. To be rowed in the service boats. Distance, one mile. Entrance, 50 cents. First prize, \$10. Second prize, \$4. Three boats to start for two prizes.

1. No. 4 Water Police.
2. No. 3 Water Police.
A hard and well-contested race ended in favour of No. 4 boat by a length. Time, 9 mins. 48 1/2 secs.

SIXTH RACE.

TUB SCULLING.—(Tub Sculling Boats). Distance, half mile. Entrance, \$1. To be rowed in boats the property of the Victoria Recreation Club.

1. F. E. T. Station No. 1, No. 6 Tub.
2. F. E. T. Station No. 4, No. 4 Tub.
3. H. H. T. Station No. 6, No. 2 Tub.

Tub won on merit with a long sweeping stroke, but Holmes would not doubt have given him some trouble only that he cleared badly. Also unfortunate in this respect was A. J. Mackie, who otherwise rowed well although suffering from a weak left. Time, 5 mins. 31 secs.

SEVENTH RACE.

PASSENGER CUP.—Presented by the Passenger community of Hongkong. For four oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

Station No. 3.—White, crimson, blue sash.
Bow... F. D. Bain ... 9 4
2... F. M. Rosa Pereira ... 10 4
3... A. Humphreys ... 10 10
Stroke... A. E. Alves ... 11 6
Cox... C. M. S. Alves ... 10 0

Station No. 2.—White and blue.
Bow... D. A. Rose ... 9 9
2... G. H. Baby ... 9 9
3... A. Loureiro ... 11 0
Stroke... A. A. Alves ... 11 5
Cox... H. W. Beyer ... 10 0

Station No. 4.—White and red.
Bow... N. H. Alves ... 9 4
2... A. E. Agner ... 9 7
3... J. Miller ... 10 10
Stroke... J. H. R. Hance ... 10 8
Cox... F. W. White ... 10 0

The crew of the *Rose* pulled very well at the beginning but got too far out of the course and consequently into the tide. It was a good race between the first and second boats, but the men of the *Shamrock* forged ahead as the line was crossed and won by a considerable length. The *Thistle*, stroke, U. E. A. Hance, grew up towards the finish. Time, 7 mins. 24 1/2 secs.

EIGHTH RACE.

SHALL BOATS.—Open to Chinese shall boats.

Distance about a mile. 1st prize, \$10; 2nd prize, \$5. Right boats to start for 2 prizes.

1. Yow Ki ... 9 0
2. Sin Yie ... 9 0
There were 7 entries. The race was finely contested and was won by 1 1/2 lengths at a length separating second and third. Time, 7 mins. 38 secs.

NINTH RACE.

LOUISIANO CUP.—Presented by the members of the Club Lusitano. For four oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

Station No. 5.—White and blue. st. lbs.
Bow... F. D. Bain ... 9 4
2... G. H. Baby ... 9 9
3... A. Humphreys ... 10 10
Stroke... A. A. Alves ... 11 5
Cox... M. E. Agner ... 10 0

Station No. 2.—White, crimson, blue sash.
Bow... L. A. Rose ... 9 9
2... F. J. Engelen ... 12 7
3... C. Sherrington ... 13 1
Stroke... A. E. Alves ... 11 6
Cox... F. W. White ... 10 0

There were five entries but only two boats mentioned above rowed to a finish. Between them the event was pluckily contested. The *Shamrock* holding the outside station carried surprisingly far out of the course, but was brought cleverly home by her crew with about three lengths to spare. This race was finished in semi-darkness. Time 7 mins. 38 secs.

SAILING RACES.

FOR YACHTS AND PARTIALLY-DECKED BOATS (in two classes). Y.T.A. time allowance; prize, a cup for each class. Entrance, \$4. Course, 9 miles. "A" Class, no time allowance.

"B" Class, 1-handicap.
"A" Class—1, Mr. A. Denison's *Brica*, 4 h. 27 m. 38 s.; 2, Lieut-Colonel Koe's *Bontia*, 4 h. 57 m. 0 s.

"B" Class—1, Mr. E. M. Hasland's *Reta* (allows 2 mins.), 4 h. 20 m. 18 s.; 2, Mr. W. H. Wickham's *La Cigale*, 4 h. 41 m. 2 s.

The *Rosetta* will be returned to-day at 1 p.m.

HONGKONG HOTEL COMPANY, LIMITED.

An extraordinary general meeting of the Hongkong Hotel Company, Ltd., was held yesterday in the Secretary's Office at the Hotel for the purpose of deciding as to the utilisation of the ground on the reclamation in front of the Hotel. Mr. E. Osborn, president, and among those present were Messrs. J. C. Wilcox, and W. Parfitt (directors); V. B. Descon, (company solicitor); W. B. Rafter, G. L. Tomlin, H. C. Wilcox, C. W. Richards, J. E. Gomez, J. Hastings, W. Davis, T. F. Hough, G. C. C. Master, Lo Cheung Shiu, Chan Chan Nam, Ho Kom Tong, and C. Mooney (secretary).

The Secretary having read the notice calling the meeting, the Chairman said:—"Gentlemen,—We have asked you to meet to-day to discuss and, if you think fit, to approve the Board's proposals for utilising the reclaimed land fronting the Hotel. You will recollect that some eighteen months ago we submitted a scheme, which you rejected, for erecting a very fine new Hotel on the large piece of ground lying between Lee House Street and Paddar Street. The land which we could have acquired for the purpose at that time has since risen considerably in value and in fact has become so valuable, that all hopes of realising the scheme must be abandoned, and it only remains now to do the best we can with our own piece. There are, as far as we know, five courses open to us:—Firstly, to lease the ground as it stands; secondly to sell it; thirdly, to build an annexe to the Hotel; fourthly, to build shops and offices, fifthly, to build shops alone. The first suggestion, viz. to lease the ground as it stands, may be dismissed as unworthy of consideration, because the rent would be merely nominal, probably \$100 a month, and to have a number of or some obnoxious trade conducted in front of the Hotel would be distinctly undesirable. As regards the second suggestion, viz. to sell the land, we believe that it is a foot could be got for it, and assuming that to be so, the saving of debenture interest would amount to \$13,094 per annum. But we do not recommend parting with the land at present because we are of opinion that its value will increase, and we think that if this \$13,094 can be employed by other means and at the same time we keep possession of the land, it is better to do so. Next comes the question of building; we have had plans and estimates prepared for a six-storied building to be used as an annexe, but the cost, estimated at \$481,350, is so enormous that the return on the value of land and building and furniture would amount to less than 3 per cent, and the additional net revenue would be only \$11,586 per annum. The Government will not allow a bridge across the road connecting the two blocks, and so the income would be lost in having to cross for meals and so on. As a separate Hotel would necessitate the expense of separate management, and if it succeeded at all under such circumstances it would do so more or less at the expense of our present establishment. Then as regards shops and offices, this scheme is estimated to cost \$429,200 and though paying slightly better than the Hotel would, it is a net loss of 8 per cent on the value of land and buildings, with a net additional revenue of \$12,336 per annum. There remains the fifth alternative, viz. to build shops alone, and this is a scheme we submit to you as being the most profitable under the circumstances. Our idea is to put up a lightly-constructed one-storied building, estimated to cost \$46,075, yielding a return of nearly 6 per cent on the value of land and buildings and a net additional revenue of \$13,800 per annum. By this means we shall

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the Hongkong General Chamber of Commerce, held in the Chamber Room, City Hall, at 3 p.m., on Thursday, 5th December, 1901, present: Sir Thomas Jackson (Chairman), Mr. C. S. Sharp (Vice-Chairman), Messrs. A. Haupt, W. Poole, R. L. Richardson, N. A. Sieb, H. E. Tomkins, and R. C. Wilcox (Secretary).

The minutes of the last monthly meeting (held 11th November) were read and confirmed. APOLOGY FOR NON-ATTENDANCE. The Secretary produced a letter from Hon. T. H. Whitehead regarding his inability to attend owing to a meeting of the Legislative Council having been summoned for the same day and hour.

RESIGNATION FROM THE COMMITTEE. Read letter from Mr. E. A. Ritchie, dated the 5th November, tendering his resignation from the Committee, in consequence of his impending departure from the Colony for a permanent home.

The Chairman proposed the election of Mr. E. A. Hewett, the new Superintendent of the P. & O. S. S. N. Co., to fill the vacancy. He thought Mr. Hewett's experience at Shanghai should make him a useful addition to the Committee.

The Vice-Chairman seconded. Carried unanimously.

RESIGNATION OF MEMBER. In consequence of his taking up the hon. membership of Messrs. Turner & Co., Mr. R. C. Wilcox tendered resignation of his personal membership of the Chamber for the 31st December inst.

THE CHINESE TARIFF. The Secretary reported that in accordance with the decision come to at the last meeting, a letter was addressed, on the 5th November, to the Shanghai Branch of the China Association, acknowledging receipt of their letter and enclosing, with the thanks of the Committee thereof, and expressing cordial approval. A copy of the memorandum prepared by this Chamber for the Special Commissioner was also enclosed.

Read further letters from the Association dated 8th November, since received, enclosing remainder of the new Classification of the Tariff, the latter stating that a telegram was, on the 16th inst., despatched to Peking by the Commissioner of Customs at Shanghai strongly urging that this Tariff (prepared by the Shanghai firms) be adopted at once, in order to put an end to the present state of chaos existing with regard to the collection of the new duties.

The Vice-Chairman said he understood that the Tariff as prepared by the Shanghai experts had been approved at Peking, and had been, or was to be, accepted.

Mr. Poole believed it had been adopted at the coast ports.

Some conversation ensued, but it was not known whether any information on the subject had been received in Canton.

Mr. Tomkins said up to last week duty was accepted on the values set forth in the Statistical Secretary's list of 1897, as per Customs Notification dated Canton, 14th November.

The Chairman said it was a matter in the cap of the Shanghai experts. If their classification had been accepted, it would have been a matter of course to have to congratulate the Association on their well deserved success in the matter.

Decided to write in reply to the Association's letters in that sense.

Read letter from the Canton Chamber of Commerce, acknowledging receipt of a copy of this Chamber's Memorandum on the Tariff and Trade Questions, in which the Chamber for the first time, while thanking the Chamber for the invitation to send a representative to the interview with Sir James Mackay, was content to endorse the Hongkong Memorandum, which appeared to it to embrace all that could well be said on the questions raised.

The Secretary stated that on the 21st November, after the meeting of the Committee with Sir James Mackay at the Chairman's residence at 11th, he had a further lengthy interview with the Commissioner at Government House, when they went through the Memorandum point by point, and he gave Sir James all the information he could on the various questions. He also subsequently supplied the Commissioner with copies of the Chamber's annual reports with correspondence on various subjects and papers of interest marked for his use.

On the suggestion of the Vice-Chairman, it was decided to publish the Memorandum on the Tariff.

PREFERENTIAL DUTIES. Read letter received the previous day from Mr. Thos. Arnold, Secretary of the Hongkong, Canton, & Macao Steamship Co., Ltd., stating that he had received a letter from the Co.'s agent at Macao in reference to the steamer *Lungshan* trading between that port and Canton, from which he gave the following extract as bearing on the above important question:

"The Commodore of the steamer *Lungshan* told me the other day that several of the regular shippers by that steamer informed him that they were going to stop shipping by *Lungshan* in view of the new tariff and the duty now being collected by the Chinese Maritime Customs at Canton. They also told him that by shipping their goods in junks the Native Customs about Canton would levy a lighter duty. This constitutes a sort of preferential duty in favour of junks to the detriment of foreign steamers."

Mr. Arnold added that so far there was no indication of the Native Customs at Canton coming under the control of the Maritime Customs.

The Chairman said this was an important communication, and must be dealt with promptly. He thought that the Chamber should send copies of it both to the British Minister and Sir James Mackay.

Mr. Poole said he could corroborate what was stated by the Steamship Co.'s agent at Macao. Not only at Canton, but all along the West River the same thing was threatened, and would undoubtedly be carried into effect. He suggested that the copy of Mr. Arnold's letter be sent to Sir Ernest Satow, and also a telegram on the subject.

The Chairman said Sir Ernest Satow was still on his travels, and would have to visit several ports before he returned to Peking. But they might write at once and telegraph when they heard of his arrival at Peking.

A desultory conversation on the question of the Hoppe retaining his post and continuing his competition with the Maritime Customs ensued.

Eventually it was decided to write strongly to the British Minister on the question, and also to address Sir James Mackay and give him full particulars on the subject.

THE MERCHANT SHIPPING AMENDMENT ORDINANCE. A letter from the Supt. of the P. & O. S. S. N. Co. on behalf of the shipping agencies and firms having been registered on the 13th November, enclosing petition addressed to the Secretary of State for the Colonies on the subject of the recent rejection by the Legislative

Council of the Chamber's amendment to paragraph 16 of the Quarantine Regulations in the above Bill, and asking that it should be forwarded to the Government for transmission to Downing Street, this was done on the 19th inst. by a covering letter endorsing the terms of the petition and expressing the hope that H. E. The Governor would see his way to recommend adoption of alteration desired.

The Secretary stated that, so far, no reply had been received to this communication. THE FORTHCOMING EXHIBITION AT CORK. A letter in reply to the Government's letter referring to the proposal that the Colonies should participate in the proposed Exhibition at Cork in May, 1902, was sent in on the 8th November in the terms decided upon at the last meeting.

Read further letter from the Colonial Secretary, dated 30th November, in which he requested the Chamber to inform the Governor more definitely how it proposes the Colony should participate in this Exhibition, which enterprise is "described as being undertaken for the purpose of stimulating the growth and improvement of manufacturing and other industries in Ireland."

The Chamber advised to write in reply that the Committee, in making their first recommendation, imagined that the Cork Exhibition was to be on the lines of the Colonial and Indian Exhibition. Under the circumstances, however, while according the enterprise their fullest sympathy and heartily wishing it success, they did not see how the Colony could actively participate in it.

THE PRIVATE CHAIR AND RICKSHA COMMISSION. The Report of the Commission appointed to enquire and report on the question of the existing difficulty of procuring and retaining reliable chair and ricksha coolies for private chairs and rickshas was laid on the table.

This was all the business before the meeting.

MEMORANDUM ON THE TARIFF AND TRADE QUESTIONS.

The following memorandum has also been sent to us for publication:

In connection with the commercial negotiations about to be opened between His Majesty's Government and China under the Protocol recently signed it is hoped that the numerous trade rights and facilities (many of which were really conceded by former Treaties but in different ways either nullified or evaded) so long agitated for by foreign merchants in China will at length be placed on a sure ground and beyond further question. Situated as this Colony is, being a free port, and therefore not dealing direct with the Chinese Customs, a large number of important questions affecting the trade with China do not immediately come under the cognizance of merchants here, although indirectly such questions are eventually closely bound up with their business. Of these the following may be named:

Imports.—Bonded Warehouses (extension of system). Introduction of Regulations to permit of Re-packing of Foreign Imports. Importation of Foreign Salt. Registration of Trade Marks.

Exports.—Reduction in duties on certain articles, where the present Tariff forms an unduly high percentage on the value of the Goods. Coast Trade duties. The application of the Chinching Rules. The abolition of restrictions on transport of Rice and Grain.

General.—Taxation on goods manufactured by foreigners in China. Encouragement of Industrial Enterprises. Internal Residence for Trading purposes. A National Currency. Higher Chinese Court for settlement of Commercial cases where foreigners may be concerned. The creation of a Chinese Court for hearing Admiralty cases, where foreigners may sue Chinese. The question of liability of native shareholders in foreign joint stock companies. Improvement of River approaches to and the Harbours of Treaty Ports and the creation of Conservancy and Harbour Boards. Additional Lighting along the Coast and the navigable River channels, and buoying of the latter. Improvement in the working of the Chinese Inland Telegraph System. Improvement in Chinese Inland Postal Facilities.

These questions will, we feel assured, be fully dealt with by the various commercial bodies at the Chinese Treaty Ports, who by reason of their daily experience are better able to point out the various requirements.

This Chamber has been in communication with the Shanghai Chamber on the subject of the Tariff, and is in complete accord with it on general principles.

With regard to the questions more intimately concerning trade here, we give priority to the following:

The Conversion of the *Ad Valorem* into Specific Duties. The greatest importance is attached to this conversion being carried through with the least possible delay. Referring to this point, we venture to express the strong hope that if the framing of the permanent specific tariff is likely to be a work of time, steps will be taken to bring into effect a temporary specific tariff.

The Transit Free System. Further facilities for forwarding Foreign Imports into the interior under this system are greatly needed in the Southern provinces of China, where the system has, owing to the obstruction of officials and the levy of various duties, practically been a dead letter ever since the Treaty of Tientsin was signed.

The Abolition of *Lekin* on Foreign Imports. This subject, which includes the abolition of various inland duties, such as *Lo-ti-shin* *Tao-ti*, and other exactions, is so well known that further comment here is hardly necessary, but the effects of these multiple and imports being matter of notoriety.

Duties on Goods Imported Overland.—As the duties on seaborne imports will be raised under the Protocol, it is only reasonable to suggest that the duties on goods imported across the frontiers should be raised proportionately.

The Effective Opening of Inland Waters to Foreign Steam Navigation. The interpretation placed by the head of the Chinese Imperial Maritime Customs upon the Regulations governing steam navigation on Inland Waters has rendered this much desired concession practically valueless. Earnest representations have from time to time been made on this subject. The Regulations more particularly affecting Hongkong are those which have hampered the development of trade on the West River.

As the full particulars have already been placed in possession of the British Minister at Peking, it is not necessary to go into great detail here. What is our opinion is required to make this concession of real practical value may be shortly stated as follows:

Inter-treaty port steamers should be also registered for inland navigation, that is to say, the Inland Waters Navigation Regulations should be modified so as to adapt them to the whole trade. The West River Regulations, while remaining in force (possibly with modifications) for vessels running to and from Hongkong or Macao from or to River ports should be abolished for steamers confined to Chinese Inland Waters.

Kangmoon should be declared a Treaty Port, whence (and also from Samshui and Wuchow) after payment of duties, goods would be free to find their way inland, either by the importing or other steamers, as might be found convenient.

The opening of the West River as far as Nanning, and the said of steam navigation. The opening of the East River, so far as it may be navigable for steamers, and the opening of Waihow-fu as a Treaty port.

Intimately connected with the foregoing are the following questions:—Duties. Equality of taxation of any kind for all goods whether carried by foreign or native craft, steam or sail.

The question of Preferential Duties on junk-borne cargo from Canton to Hongkong and vice versa as against shipments by steamer has been repeatedly raised by this Chamber. This has been the outcome of the dual system of Customs, and has resulted in the virtual extinction of the cargo-carrying between Canton and Hongkong by steamer.

In addition to the above grievance the steamer trade on the West River is subjected to another form of differential taxation. The *Jekin* collected on cargo carried from Canton to Hongkong is levied by launches is not only higher than that levied by the *Jekin* on cargo carried by steamers, but *Jekin* taxes are also levied on steamer-borne cargo before shipment and after discharging in addition to the Customs one and a half duty.

The result is that the cargo-carrying trade between Canton and Wuchow is practically monopolised by these Chinese lighters towed by steam launches.

Coast Duties to be abolished as far as River Ports are concerned, and on full duty to free goods to Hongkong from any point up river.

Re-export and Re-packing.—Permission to bring down goods from the West River or other inland waters to Canton and to re-export the same with the facility of re-packing under one full duty.

Suppression of Piracy in Delta.—During the past few years the trade along the delta of the Canton river has been seriously interfered with by the operations of numerous piratical bands, the lighting effects of these practices on trade are too well known to need any lengthy reference to them.

Efforts have been made by British gunboats to suppress this pest and with for a time some good effect; more recently the British vessels have received some assistance in this police work from other foreign squadrons; but, notwithstanding these efforts, piracy has proved headstrong, and is again extremely prevalent, and trade is much disturbed. It is manifestly the duty of the Chinese authorities to presently order in their own territory and keep the waters safe for traffic, but up to the present, spite of the representations made by foreign officials, they have entirely failed to carry the urgently needed repressive measures into effect.

Improvements in the Channels of the Keang River.—There are many dangers and obstructions in these waterways, which should be removed. Without enumerating in detail those on the West River (which have already been indicated), we must call special attention to the existence of a number on the river between Hongkong and Canton, some natural and others artificially created. The removal of these would be a great boon to steam navigation in particular. The following is a list of these obstructions:

In *Bienheim Passage*—Hogman Sand-spit.—This should be dredged. In *Sand-spit*—This should be dredged. In *Shuei Kwei*—This should be dredged. In *Shuei Kwei*—This should be dredged. In *Shuei Kwei*—This should be dredged.

In *Cambridge Passage*—Silt Flats.—These are composed of sand, which should be dredged. Whampoa Barrier.—Stones should be removed. Sulphur Point.—Dredging required. First Barrier.—Stones should be removed. Grassy Tongue.—Should be lighted.

The Shuei and Whampoa Barriers are original barriers put down some sixty years ago. The Bridge Barrier is of old standing, and both the stone and bridge should be removed, the bridge itself is rotten. The other barriers were put down during the Franco-Chinese war. All these barriers are artificial, and serve no purpose but to obstruct navigation.

LATE TELEGRAMS.

NEWS VIA BANGKOK.

THE WAR IN SOUTH AFRICA.

London, 25th November.

THOSE TWO PRIVATES. Official news from Cape Town states that the Officer commanding at Dordrecht reports he received a letter from Commandant Fouché, stating he had shot two Commandant Rangers, captured at Dordrecht on the 16th instant, but the bodies cannot be found.

[This has since been contradicted and the officers responsible for the story have been reprimanded.]

COMMANDEERED GOLD. 2,300 ounces of commandeered gold, found in mint on the occupation of Pretoria, are being returned to the owners.

Calcutta, 29th November.

Captain Henderson, Munster Regiment, lately A.C. to the Lieutenant-Governor of Bengal, has proceeded to Calcutta to join his regiment, which has been ordered to South Africa.

The selection of Staff Corps officers for service in South Africa is to be left to the Lieutenant-Generals of the four Commands.

The Secretary of State has been asked by wire whether the 3rd and 5th Brigades, Field Artillery, will come out this spring season in addition to the 1st Brigade.

GENERAL NEWS.

REDUCED PRICE OF DYNAMITE. London, 23rd November.

Government has reduced the price of dynamite by one pound per case.

THE AUSTRALIAN COMMAND. London, 28th November.

General Hutton's appointment to the Australian command has been confirmed.

EGYPTIAN AFFAIRS. London, 28th November.

Sir John Aird started for Egypt and hopes to meet the Khedive at Assuan.

ECCLESIASTICAL NEWS. London, 29th November.

The Pope has appointed the Rev. Dr. Brindle to the [Roman] See of Nottingham.

A RAILWAY ACCIDENT. London, 28th November.

An Italian immigrant train on the Wabash railroad was wrecked and burnt after collision at Seneca. There were fifty dead, found mostly roasted, and 150 injured.

AFGHAN AFFAIRS. Calcutta, 29th November.

All is quiet in Afghanistan. The Amir has sent a cordial acknowledgment of the Viceroy's letter of congratulation.

DEFEAT OF TAMMANY.

A correspondent writes as follows from New York under date 6th November:—

"God be praised, New York is redeemed from the rule of Thugs to honour and decency," said Bishop Potter when he heard the result of the election last night, and in almost the same words the reputable newspapers echo his sentiment.

The real significance of the election can only be realized when it is remembered that the normal Democratic majority in New York is 70,000. Tammany is the Democratic organization, and its candidate for Mayor was Democrat respected by all parties. The trick of nominating Mr. Shepard seemed at one time likely to succeed, but the voters realized that it was a trick and that his election would only result in slightly decreasing the power of Tammany.

The manner in which this organization has exploited the city is even now hardly realized, except in spite of all that has been printed with regard to it. It is the ignorant cosmopolitan population in the poor quarters who are the worst sufferers. They have been intimidated and robbed continually. These are the people to whom Mr. Jerome has been talking, and who have at last turned against their oppressor.

Brooklyn elects its own District Attorney, and when this is remembered it will be seen that Mr. Jerome's majority far exceeds that of the other Fusion candidates. Tammany was more anxious to defeat him than any other candidate has failed. An exodus of various Tammany leaders may be expected about January 1, when the new administration goes into office, for Mr. Jerome has promised to put these guilty in jail.

One of the most encouraging features of the election is that the police themselves show that they are delighted to be freed from their present chief. The average of honest men among the New York policemen is the same as elsewhere. They have been compelled to act like criminals. In two cases last night police joined processions in honour of the Fusion victory.

EARL RUSSELL'S SENTENCE.

Earl Russell, on his release from Holloway Gaol, was seen by a Press representative, who states that the three months incarceration seems to have affected the Earl little physically, and he looked in extremely good health.

On the subject of his trial, Earl Russell spoke with freedom. "There is, in the first place," he said, "the question as to why I was prosecuted at all. One of the reasons seriously given to me by people in high authority is that I presumed to attend the House of Lords on my return from America and vote with the bishops on the Temperance Bill. The bishops didn't seem to like it. It has been stated that my first wife was at the back of it, but I don't believe it." "If," he continued, "we had been able to bring over our American witnesses, I should have pleaded 'not guilty.' We should not have been able to get over the domicile question, but we should have been able to establish by evidence that the divorce was perfectly regular, and is perfectly lawful. In Nevada and in every other State of America to this day. Then even the House of Lords could hardly have dared to give me three months."

"The fact of the matter is, I don't think the Lord Chancellor believed our evidence. He thought the whole case was a species of trick, and one had simply to put a letter into a slot and bring forth a divorce. That I need not say, is a wholly erroneous opinion. It took me nine months to get mine. But even had the circumstances been as the Lord Chancellor thought them to be, no judge of the Old Bailey would have given me more than a day."

"My first wife does not suggest that she is injured, and my second wife doesn't. They haven't suffered. I properly hadn't suffered, no suggestion has suffered. Had we gone to Edinburgh—and this is another absurdity of the statute under which I was indicted—we could have lived there all our lives and never have been prosecuted. It applies only to England and Ireland. I have no hesitation in saying that it was an iniquitous prosecution and a vindictive sentence."

MAN AND HIS MICROBES.

Though born free from microbes, according to Dr. Ellis Metchnikoff, man soon picks up a pretty extensive flora. Germs from air and water lodge in the follicles of the skin and in the most mucous membranes, and within four hours after birth several different kinds of microbes are sometimes found in the intestine, although they are usually first observed between the tenth and seventeenth hours. The digestive organs develop the greatest variety. Dr. Miller, of Berlin, has described more than thirty species living in the mouth-cavity, some of these about the teeth being peculiar to the mouth, while others appear also on the skin, and are recognizable in the stomach and intestines.

In the stomach, whose acid contents greatly modify the bacterial life, thirty species have been already distinguished, most of them not found elsewhere in the digestive system. In the small intestine, the microbes vary greatly with the food, bacilli predominating and many new kinds are added as they pass into the large intestine. Here the microbes appear first and are most abundant, about forty-five species—chiefly bacilli—being known. The total number of distinct species of microbes in healthy man may be roughly placed at between sixty and seventy, but cannot be accurately estimated. Beneficial microbes seem to act especially in healing wounds, resisting harmful organisms, which ordinarily harmless kinds appear, such as disease—such as heat-aches, epilepsy, exhaustion and certain skin affections, and even mental disorders—by an undue increase. A lesson drawn from the study of body microbes is that man's evolution has not kept pace with his changes of food and habits, and that his stomach and large intestine are no longer needed, while the small intestine—which alone is indispensable—could be reduced from six or seven yards to a third of that length.

Certain bacteria in the air are believed by Kirjanoff to be essential to life as oxygen. When animals were confined for some days in a chamber of sterilized air, some died, others lived but a short time after being taken out, and the survivors showed symptoms of extreme lassitude and weakness. It was proved that the effects could not be due to starvation, poisonous exhalations, or carbonic acid in the air. The exhalations showed deficient oxidation, and it was concluded that the oxidizing ferments of the tissues are supplied by bacteria which enter the blood, and that putting off these bacteria led to an accumulation of insufficiently oxidized products that exerted a poisonous effect.

Tramp, to mock-looking little man gazing at several ladies' models in fashionable tailor's window, "Ah! (Giv'ing it they were only all as quiet and peaceful as them, eh?"

AUCTION

PUBLIC AUCTION.

NOTICE OF SALE OF A VALUABLE COLLECTION OF JEWELLERY AND PRECIOUS STONES.

THE UNDERSIGNED HAVE BEEN FAVOURED WITH INSTRUCTIONS TO SELL BY PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

ON SATURDAY.

THE 14TH DECEMBER NEXT, AT 11 A.M., WITHIN THEIR SALES ROOMS, NO. 20, DES VIGUE ROAD.

A LARGE ASSORTMENT OF LADIES' & GENTLEMEN'S JEWELLERY,

COMPRISING—DIAMOND, OPAL and CORAL NECKLACES, WATCHES, LADIES' LONG CHAINS, PENDANTS, BROOCHES, EAR RINGS, SLEEVE LINKS, RINGS SET WITH PRECIOUS STONES, SCARF PINS, &c., &c. Settings of English and Chinese Workmanship (the English settings being of Solid Gold, Hall marked 15 and 18 Carat); ALSO

A Large and Choice Selection of UNSET DIAMONDS of Perfect Cut, RUBIES, OPALS and other PRECIOUS STONES ranging from 3 to 49 Carats each, which will be sold by the Carat.

This Collection is not Locally Owned, but consists exclusively of Jewellery, &c., selected at home for the Philippine market, but owing to the excessive import duties recently imposed in Manila, the consignee has decided to stop the consignment and realise by Public Auction here, which will enable the Hongkong Community to obtain high-class selections at much under retail prices.

Catalogues will be ready on the 10th December next, and the several Articles will be on view in our Sales Rooms on the 12th and 13th.

TERMS:—As usual.

HUGHES & HOUGH, AUCTIONEERS.

Hongkong, 30th November, 1901.

HONGKONG SANITARY BOARD.

A meeting of the Board will be held to-day, Thursday, 12th December, at 4.15 p.m.

ORDERS OF THE DAY.

1. Amendment of drainage By-law No. 30.
2. Minute by the Medical Officer of Health reporting that the animals in the Wong-nai-chong Dairy Farm are free from foot-and-mouth disease.
3. Mr. E. OSBORNE, pursuant to notice, will move—

"That the Government be asked to fix iron netting or other suitable contrivance over all the sewer and storm water gratings in Victoria, Tai Kok-tai, Yam-tai, and Hung Hom before the end of next February, with a view to prevent the egress of rats from the drains."

A. G. WOODCOCK, Secretary.

AGENDA.

1. Correspondence relative to certain insanitary floors in No. 21, East Street.
2. Return of the number of rats caught during the five weeks ended December 2nd, 1901.
3. Fortnightly lime-washing return.
4. Reports of the analyses of the public water supplies of the Colony for the month of November.
5. Mortality statistics for this Colony for the weeks ended November 10th, 23rd and 30th, 1901.

LATEST STEAMER MOVEMENTS.

The steamer *Arratoon* from Calcutta, left Singapore for this port on the 10th inst. p.m. The Austrian Lloyd's steamer *Andrie* left Kobe via Moji for this port on the 9th inst. The N.Y.K. steamer *Hiroshima Maru* (Bombay Line) left Bombay via Colombo and Singapore for this port on the 10th inst., and is expected to arrive here on the 23rd inst.

The Austrian Lloyd's steamer *Marie Valerie* left Singapore for this port on the 11th inst. p.m.

The O.S.S. Co.'s steamer *Petrovich* left Singapore on the 11th inst., and is due in Hongkong on the 17th inst.

EXPORT CARGO.

Per P. & O. steamer *Japan*, sailed on the 1st December. For Manchester: 50 bales waste silk. For London opt. Glasgow: 200 cases preserves. For London opt. Gool: 120 bales waste silk, 88 bales pierced cocoons. For Malte: 1 case curries. For London: 3,274 6 lb. boxes tea, 516 m/b. tea, 941 rolls mats and matting, 100 cases essential oil, 40 cases Chinaware, 21 chests, parian opium, 6 cases woodware, 9 pkgs. mattan chais, 3 cases feathers, 3 cases lacquerware.

TRADE MARK.

MOET & CHANDON'S DRY IMPERIAL.

VINTAGES, 1893 & 1898.

A WINE OF THE VERY HIGHEST CLASS WHICH WE ARE STILL OFFERING AT PER CASE QUARTS ... \$47.50

PINTS ... \$49.00

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD.

[616]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I. A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length ... 523 feet.
Length on Blocks ... 513
Width of Entrance on Top ... 89
Width of Entrance on Bottom ... 77
Water on Blocks at Spring Tide ... 22

DOCK No. 2 (at MUKAJIMA).

Extreme Length ... 371 feet.
Length on Blocks ... 350
Width of Entrance on Top ... 68
Width of Entrance on Bottom ... 53
Water on Blocks at Spring Tide ... 22

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

WANTED—Consignees of the Under-
noted packages ex *Oranuy* arrived
from New York on 7th November, 1901, and
now lying in the Godowns of the undersigned:
Tung Lee Wa, Hongkong—1 Case Cigars
and Effects.
Quon Yick, Hongkong—1 Case Cigars.
Messrs. BUTTERFIELD & SWIRE.
Hongkong, 12th December, 1901. [3153]

HAMBURG-AMERIKA LINE.

FOR SHANGHAI.
Taking Cargo at through rates to Tientsin,
Chinkiang and Hankow.
THE Steamship

"LYEEMOON,"
Captain Th. Lehmann, will be despatched for
the above port TO-MORROW, the 13th inst.,
at 4 P.M.

This Steamer has superior accommodation for
First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 12th December, 1901. [3154]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY)
THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Saito, will be despatched for the
above ports on WEDNESDAY, the 25th
December.

For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.
Hongkong, 12th December, 1901. [18]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure, and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, Kowloon, where delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 17th December, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 17th December,
and THURSDAY, the 19th December, at
9.30 A.M.

All claims must reach us before the 22nd
December, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 10th December, 1901. [9]

VICTORIA REGATTA, 1901.

12th December.

THE COMMITTEE of the VICTORIA
RECREATION CLUB request the pleasure
of the company of the Ladies of Hongkong at
the Grand Stand (Kowloon) on the occasion of
the Annual Regatta.

Admission to the Grand Stand (Gentlemen)
—5s.
Tickets for admission may be obtained from
the Steward, V.R.C.

By kind permission of Lieut.-Colonel
BAILLIE and the Officers, the Band of the
22nd Bombay Infantry will perform.
FRANK W. WHITE,
Acting Hon. Secretary.
Victoria Recreation Club.
3127]

VICTORIA REGATTA, 1901.

ENTRIES for the LIGHT GIGS, MEN
OF WAR CUTTERS, GIGS AND
WHALERS, and Open SAILING BOATS
for the forthcoming Regatta will be POST
ENTRIES.

FRANK W. WHITE,

Acting Hon. Secretary.

Hongkong, 7th December, 1901. [3128]

REGATTA HOLIDAY.

THE undermentioned Banks will be
CLOSED for the transaction of Public
Business at 1 P.M. TO-DAY (THURSDAY),
the 12th instant respectively.

For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG AND SHANGHAI BANKING
CORPORATION.
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA,
LIMITED.
GEO. W. F. PLAYFAIR,
Chief Manager.

For the MERCHANT BANK OF INDIA,
LIMITED.
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency.
L. BERNARDAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED.
J. W. R. TAYLOR,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.
TARO HODSUMI,
Manager.

For the IMPERIAL BANK OF CHINA.
E. W. RUTTER,
Manager.

For the DEUTSCH-ASIATISCHE BANK.
E. F. GEOS,
Acting Manager.
Hongkong, 7th December, 1901. [3128]

CHEONG LEE & CO.

FURNITURE STORE.

Established over 20 Years.
IMPORTERS and **EXPORTERS**, and
Dealers in Furniture, Blackwood,
Jewellery, Carrots, Cutlery, Electro-Plate, and
Glassware. Dining-room and other Furniture
on Hire, &c. For the HIGHEST GRADE,
BEST and CHEAPEST.
8, QUEEN'S ROAD CENTRAL,
Right opposite Robinson Pinn Co.
Hongkong, 20th November, 1901. [2952]

ENTERTAINMENT

ST. JOHN'S CATHEDRAL.

THE FIRST FESTIVAL SERVICE

OF THE HONGKONG DIOCESAN CHORAL ASSOCIATION

will be held in the above Cathedral,

on

TUESDAY, 17TH DECEMBER, at 5 P.M.

ORDER OF SERVICE:—

Overture "Stabat Mater" ... Russian.

Processional Hymn "Onward Christian Soldiers" Sullivan.

CANTATA "THE HOLY CITY" A. E. GAUL.

Voluntary "Stabat Mater" Russian.

By kind permission of Colonel the Hon. R. H.

Bards and Officers of the Royal Welsh

Fusiliers the Band of the Regiment will

Assist.

Soloists:—

Soprano: Mrs. ANDERSON; Contralto:

Mrs. DEALY.

Tenor: Mr. G. P. LAMBERT; Basses:

Messrs. C. H. P. HAY and

W. J. FERRELL. A. E. GAUL.

Organist: Mr. G. GRIMBLE.

Conductors: Mr. J. H. MOIR, R.W.F., and

Mr. A. G. WARD.

Seatholders are requested to be in their

Seats before 4.55 P.M., as all Seats unoccupied

will be considered free after that time.

It is hoped "that those who attend will

contribute liberally to the collection, especially

remembering that the Order of Service and

Words of "The Holy City" will be distributed

free."

ALFRED CUNNINGHAM,

Hon. Secretary, S. J. C. Choir.

Hongkong, 10th December, 1901. [3143]

PUBLIC COMPANIES

THE DAIRY FARM COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL

MEETING of the above named Company will

be held at the COMPANY'S OFFICE, No. 2,

Albert Road, Victoria, in the Colony of Hong-

kong, on SATURDAY, the 14th day of De-

cember, 1901, at Noon, for the purpose of

considering, and if thought fit, passing the

following Resolution, viz:—

RESOLUTION.

"That the figures in Article No. 10, Clause

15 of the Articles of Association of the

Company be altered to read \$1,800

(\$1,800 hundred Dollars)."

Should the above Resolution be passed by the

requisite majority, it will be submitted for

confirmation, as a Special Resolution, to a

Second Extraordinary General Meeting which

will be subsequently convened.

By Order of the Board of Directors.

R. P. MOFFITT,

Secretary.

Hongkong, 27th November, 1901. [3034]

RUMPHREYS ESTATE AND FINANCE

COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 3,

3758 for Fifty Shares, numbered 63,751

to 63,800 inclusive, standing in the Register in

the name of HUGH CAMERON GIBSON,

of Shanghai, having been LOST, NOTICE

IS HEREBY GIVEN that unless the said

Certificate be produced at the Offices of the

Company, 38 and 40, Queen's Road Central,

Victoria, Hongkong, on or before the 15th day

of December, 1901, a new Certificate for the

said Shares will be issued, and the old Certifi-

cate will thereafter be held by the Company as

null and void.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 16th November, 1901. [2929]

NOW READY.

"THE CHINESE SOLDIER"

AND

OTHER SKETCHES.

PRINTED ON CHINESE PAPER

AND

BOUND IN CHINESE STYLE.

ILLUSTRATED WITH PHOTOGRAPHS

AN ATTRACTIVE XMAS GIFT.

PRICE \$2.00

On Sale at

Messrs. KELLY & WALKER, Ltd., Messrs. W.

BREWSTER & Co., and the "HONGKONG

DAILY PRESS" OFFICE.

Hongkong, 8th November, 1901. [2854]

FOR SALE.

THE Steam-launch "TUNG FAT" Built

under Foreign Superintendence. Thoroughly

Overhauled by Messrs. W. S. Bailey &

Co., Engineers, and Certified to be in First-class

Order and Condition. The Launch is fitted in

European Style, suitable for towing purposes

and for harbour use.

Length 63 feet, Beam 11 feet 6 inches, Depth

3 feet 3 inches in centre.

For further particulars, apply to—

LAUTS, WEGENER & CO.

Hongkong, 15th October, 1901. [2619]

CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood

and Stone against White Ants, Decay, Fungus

Rot, and Dampness.

Sole Agents for China,

LUTGENS, KINSMANN & CO.,

Hongkong, 31st August, 1897.

SIN TING

SURGEON DENTIST.

No. 10, D'ARQUILL STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [2405]

AUCTIONS

PUBLIC AUCTION.

TOYS! TOYS! TOYS!!!

THE undersigned have received instructions
to sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
TO-DAY (THURSDAY),

the 12th DECEMBER, at 2.30 P.M., at their

SALES ROOMS, 20, Des Vaux Road,

A Consignment of FRENCH TOYS

(Suitable for Xmas and New Year's Presents).

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th December, 1901. [3145]

PUBLIC AUCTION.

THE Undersigned has received instructions

to sell by Public Auction,

TO-DAY (THURSDAY),

the 12th DECEMBER, 1901, at 2.30 P.M., at his

SALES ROOMS, Queen's Road,

TWEED, SERGE and FLANNEL in

Suit Length and COATING.

LADIES' DRESS MATERIALS, SILK

SATIN, &c.

JACKETS, CAPS, and LONG COATS.

BLANKETS, &c., &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 10th December, 1901. [3144]

PUBLIC AUCTION.

THE Undersigned has received instructions

to sell by Public Auction,

TO-MORROW (FRIDAY),

13th DECEMBER, at 3 P.M.,

A FINE COLLECTION OF RARE

CHINESE, STRAITS SETTLEMENT

and BORNEO STAMPS.

OVER 7,000 STAMPS.

(Particulars can be seen in Catalogue).

On View from Tuesday, the 10th inst.

TERMS:—Cash on delivery.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 5th December, 1901. [3104]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received

instructions to sell by Public Auction,

IN FOUR LOTS, the

VALUABLE LEASEHOLD

PROPERTIES

known as

Nos. 1 and 3, Lower Castle Road, No. 31,

Wellington Street, and 322, Queen's

Road Central,

on

MONDAY,

the 16th day of DECEMBER, 1901, at 3 o'clock

in the afternoon, at his Auction Rooms,

Duddell Street.

For Particulars and Conditions of Sale,

apply to—

WILKINSON & GRIST,

Solicitors,

70, Queen's Road Central.

Hongkong, 6th December, 1901. [3113]

A. LING & CO.,

FURNITURE STORE.

FEATHER PILLOWS, PLATED

GLASS and CROCKERY WARE,

Also FOCHELOU COCKED WARE,

FURNITURE, &c.

63, QUEEN'S ROAD CENTRAL.

Hongkong, 5th December, 1901. [3102]

TENDERS are requested for the RE-

MOVAL OF BLOCK OF BUILDINGS

East of Dockyard, facing Queen's Road.

Full particulars can be obtained on application

to the SUPERINTENDING CIVIL ENGINEER,

Works Loan, H. M. Naval Yard.

Hongkong, 11th December, 1901. [3149]

WANTED ASSISTANT.

REQUIRED for an Hotel a PORTU-

GUERSE as ASSISTANT to KEEP

BOOKS. Salary \$80 and Free Board.

Apply by letter to—

"HOTEL,"

Care of Daily Press Office.

Hongkong, 7th December, 1901. [3124]

AN ENGLISHMAN (28) with Home and

Eastern experience in General Mer-

chants and Shipping Office routine, is open

for engagement in the Colony.

Address—

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Almeida Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aca-
demic Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hanoi.

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SPORT AND ANECDOTE.

BY AN OLD FOEY.

THE "FOREIGNER" IN ENGLISH CRICKET.

Some old-fashioned sportsmen, but none the
less worthy on account of their prejudices, do
not view with favour the introduction of
"foreign-born" players into county cricket in
England. When K. S. Ranjitsinhji was chosen
to assist the Mother Country against
Australia in 1896, he was selected by the Lan-
cashire executive for the Test match at Man-
chester. It will be remembered that in those
days, only five years ago, there was no repre-
sentative body like the Board of Control to choose
the eleven, but the M.C.C. was responsible for
the team at Lord's, Lancashire for the repre-
sentation at Manchester, and the Surrey Club for
the combination at Kennington Oval. A central
authority is certainly preferable, but that is
beside the question. The M.C.C. could not
make up its mind to play "Ranji" against the
ninth Australian party of cricketers. But
Lancashire, not without hesitation, were bolder,
and Mr. A. N. Hornby, finally making up his
mind to include the Indian Prince, wired Harry
Trotter asking if he had any objection to the
proposal. The Colonial skipper acquiesced.
"Ranji" appeared, was a huge success, and
has played for England ever since. We con-
sider "Ranji" a great power in these Herculean
struggles between Great Britain and Greater
Britain, but I have seen an Australian paper
which described him as a Jonah who ought to be
thrown overboard, because England had never
won a test match when he had been playing.
This, however, happens to be incorrect, as the
first England v. Australia contest in Stoddart's
second team was won by the Mother Country.
So far as I know, "Ranji" was the first coloured
personage to play in county and international
cricket, although by no means the first "foreign-
born" gentleman to do so. But he is apparently
not to be the last. For instance, last season
Kent played another East Indian in K. S.
Singh, but he was not a phenomenon, as he only
scored 140 runs in six innings. Again, Hamp-
stead have regularly played Alwan al-Hak.
Moreover, the M.C.C. have tried this gentleman,
and if he is able to hold his own in class company,
I should never be surprised to see him assist
Middlesex, who already have put three Aus-
tralians in the field in Jim Phillips, Albert Trot-
ter, and Roche. But we are not so much concerned
with the white men; rather the cricketers of
another colour. Next season I fancy that C.
A. Oliviero, the West Indian, will be qualified
by residence for Derbyshire, but that is not
the end of these things, for now it is beyond
all doubt that Mr. A. H. Mehta, a Parsee player,
is bound for this little magnetic pole of the sea in
the hope of proving a reinforcement to the bow-
ling of some county. It is suggested in Indian
newspapers which I have seen that Mr. Jessop
hoped he would settle down in Gloucestershire,
and that Brockwell had tempted him with Sur-
rey, while perhaps Jack Hearne has talked to
him of the allurements of Middlesex. Maybe
some older fogies than myself attribute much
of this to the way we have received "Ranji," and
roundly assert that these "foreigners" ought
not to be encouraged in English cricket. I
cannot take such an insular view as this, for I
imagine no one would have shut Lord Harris or
Mr. W. H. Bainbridge out of English or county
cricket—and yet Lord Harris was born in the
West Indies, and Mr. Bainbridge in the East
Indies, somewhere up in the Himalayas. The
only difference between Lord Harris and Oli-
viero and between Mr. Bainbridge and Mehta
is that of skin-tint. But surely we, an Empire
nation, with a vast share of the globe under
our rule, are not thinking for a moment of
drawing a colour-line in sport. The word
"foreigner" has a harsh sound when applied
to us to any of the King's subjects. In
pure logic it is difficult to contrast the
position taken up by Jim Phillips, the renowned
umpire, who has argued to me that anyone
born in the Empire ought not to be regarded
as a "foreigner." Phillips could see no dif-
ference between Albert Trotter qualifying for
Middlesex and "Ranji" for Sussex and Look-
wood, of Notts, qualifying for Surrey, and
Albert Ward, of Yorkshire, doing the same
for Lancashire. And if we look at matters
properly there is no difference. I say, let
Mehta come, let them all come, if they come
voluntarily, but I do not believe in the im-
portation of either white or black men for the
purposes of cricket. When a cricketer settles
in England of his own free will, as say, Mr. F.
R. Spofforth did, the greatest purist is silenced,
but when a bowler like J. J. Ferris is procured
from the other side of the world for Gloucester-
shire a protest should very properly be made.
If Mehta is acting entirely upon his own
initiative in resigning his official position in
the State of Patana and coming to England,
we rejoice; but if not, we are sad.

A PARSEE BOWLER.
I hardly know whether I am correct as de-
scribing him as "Mr. A. H. Mehta," as he is a
Parsee, but he leaves our Eastern dependency
in March bound for England, and there is no
doubt that he will endeavour to earn a position
with one of the leading counties. Mehta is
considered a fast bowler in his own country,
and having received instruction and hints from
such masters as Jack Hearne and Billy Brock-
well when they have been fulfilling engage-
ments, he may be assumed to know something
of the art of delivering and turning a ball.
Whether he is fast or not as we view bowling
in England I cannot definitely say. He has
largely made his reputation during the last four
years. I was once discussing Indian cricket with
"Ranji," and I happened to ask him if Mehta
was not a good man. His reply astonished me,
for he remarked, "Oh, yes, for India." Why
he should have added the two last words I really
cannot tell. For those cricketers who have dis-
tinguished themselves in that peninsula have
usually managed to keep up their reputations

in this country. It is astonishing what a lot
of feeling the departure of Mehta has aroused
in India. One correspondent of the Indian
Sporting Times describes Mehta as the "self-
styled champion bowler of India, and the same
writer advises him to confine himself to second-
class cricket at home. Mehta in a reply denies
that he ever called himself the champion bowler
of India, and he modestly concludes a sensible
letter thus: "I am not aware of having enter-
tained any illusions about distinguishing myself
as a bowler in first-class county cricket, and it
will perhaps disillusion the mind of your cor-
respondent when I say that I have not pitched
my expectations so high as he gratuitously
appears to do for me. I shall be quite satisfied if
I meet with the same amount of success (meagre
though it be) that I have met with in first-
class cricket in India." All the same the
original correspondent sticks to his guns, and
advises Mehta to remain in India. There is
no denying that the Parsee gentleman will find
cricket in this country very different from that
of India. For instance, our average batting
reaches a higher plane of science than that of
India, while our pitches are vastly superior to
those of Bombay or Madras. Moreover, there
is no denying that our climate may seriously
affect Mr. Mehta, who cannot become qualified
for any county until 1904. This is looking a
long time ahead, and in the interim much may
happen. We are not, however, so much con-
cerned with the individual case of Mehta as
with the principle involved. If Oliviero and
Mehta desired to dwell in England of their
own free choice they have as much right to
join in "cricket's manly toil" as Lord Harris
or Mr. Bainbridge, but if they have been in any
way induced or persuaded to take this action I
certainly think it is a great pity.

BREATHEN OF THE EMPIRE.
While on this subject of "foreign-born"
sportsmen I see that the great Canadian Row-
ing Club, the Argonauts, are proposing to send
another eight-oared crew to Henley Royal
Regatta next year to compete in the Grand
Challenge Cup. Again, New York oarsmen
are very keen upon C. S. Titus, of the Union
Boat Club, rowing for the Diamond Sculls.
Titus, I may say, came from New Orleans, and last
year won the single sculling race of the National
Association of Amateur Oarsmen, which made
him virtually champion of America, especially
as E. H. Ten Eyck had retired from rowing.
A subscription is being raised to defray his ex-
penses, but his generous friends had better stay
their hands, for it remains to be seen whether
"foreign" entries will in future be accepted
at Henley. The Canadians strongly object to
being described as "foreigners," and applying
the same broad principle to rowing as to cricket
I am bound to say that my sympathies are with
the sons of the Empire. Sport should weld the
British Empire into a homogeneous whole, and
if Canada, Australia, New Zealand, and other
Colonies are prepared to shed their blood
for England, there ought to be no question
of accepting their entry for Henley. This
may logically read like a non sequitur, but
after all this is a matter of sentiment, not
cold reasoning, or sound syllogisms. I certainly
am in favour of shutting the real foreigner out
of contests at our huge aquatic picnic—for it is
this and nothing more—but I do not believe in
cold-shouldering our Canadian or Colonial
cousins. They do not come here in search of
pelf, like the Australian cricketers, but purely
for sport and the honour of trying to beat the
Englishmen. But there is no reason why we
should admit the Yankee, the Dutchman, and
the Germans on the same favoured nation's
classe.

SCOTLAND LOSES A GREAT FOOTBALLER.
Quite the sensation of the football season has
been furnished by the capture of E. S. McColl,
the great centre forward of Queen's Park and
Scotland, by Newcastle United, who are very
ambitious to be the champions of the English
League. You see, Newcastle had three centre-
forwards in Peddie from Third Lanark, Niblo
from Linthouse, and a local man named Birnie,
of whom I know nothing. But prior to the
memorable thrashing of Notts County on the
28th ult. by 8-0, Peddie and Niblo had each
only scored once and Birnie not at all. Of the
17 goals at present credited to Newcastle United,
Roberts and Orr, the left wing pair, have each
shot five, Peddie four, Alec Gardner two, and
Niblo one. These are all good forwards, but
they are apt to lose their head and to be puff-
ed up with pride. But for an overweening self-
conceit I verily believe that Peddie and Niblo
would be the finest forwards in England.
But now they will see by their side the cleverest
centre forward which Scotland has pro-
duced since the days of George Kerr. Black-
burn Rovers, Sheffield Wednesday, and Liver-
pool had certainly tried to induce McColl to
cross the Border as a professional. But they
never succeeded. Newcastle United learnt
that McColl had accepted a lucrative appoint-
ment with Messrs. W. Newton and Co., of
their city. Thereupon Mr. James Telford, a
shrewd Scotchman, who is on the directorate
and usually signs the players, with the advice
and assistance of Mr. Johnny Auld, repaired to
Glasgow and secured McColl's signature as a
centre forward, and as an amateur he will be inside left
to Roberts, that certain scorer, Orr, a Paisley
player, being transferred to the right wing,
where he will prove the partner of Alec
Gardner. Although of excellent family, it
was known for some time past that McColl had
merely £70 or £80 per annum in Glasgow as a
clerk. Two years ago I remember hearing in
Glasgow that an effort should be made to give
McColl a better berth, or he would be sure to
change his quarters. He is coming to Tyn-
side at the age of 25, and a fine young fellow
of 5ft. 5in., and weighing 12st., he is sure to
make his presence felt. Very fast on the ball,
he is a dashing player, a close dribbler, and a
deadly shot. I shall never forget his three
goals in twenty minutes against England on
the ground of Glasgow Celtic in April, 1900. I
never saw such good forward play as he showed
for half an hour. Already has he been capped

eleven times by the Scottish Association, who
are sure to honour him again, for his connection
with Newcastle is hardly likely to interfere
with his selection and due appearance.
PROFESSIONALS AND AMATEURS AT FOOTBALL.
So far as I can recall only three members of
the Queen's Park team have joined English
professional clubs. John Cameron, of the curly
locks, came to Everton as an amateur, became
a professional, and migrated to Tottenham
Hotspur. Now Cameron's successor, McColl,
has to some extent followed in his wake, but in
the meantime Stewart, also of the Queen's, had
joined the Newcastle team. I may be wrong,
but there seems to me a tendency among
amateurs of ability to join professional teams.
For instance, Leonard Hales, the forward,
Ashworth, the half-back, and Rooco, the goal-
keeper, who play for Stoke, are all perfectly
genuine amateurs. Moreover, they are popular
with the professionals, who exhibit no jealousy,
while, on the other hand, the "great unpaid"
—and they are unpaid—show no symptoms of
"side."

Again, at Southampton, one of the
strongest professional teams in the South, we
find Charles Fry, the cricketer, and G. P.
Wilson turning out side by side with those who
draw weekly wages. Moreover, it is said that
Reginald E. Foster is to join the "Soton"
jersey. Quite recently, too, A. R. Haig-Brown,
the Cambridge Corinthian, signed a League
form for Tottenham Hotspur. There is
nothing remarkable in all these happenings!
Then why allude to them? Simply because in
all these isolated cases I detect, as I think, a
gradual growth of the union of professional
and amateurs in the same teams. There is no
reason in the world why football eleven should
be in any wise different from cricket teams. An
amateur who cannot command the respect of a
professional should keep aloof from him. But
I look upon the commingling of the two classes
as the best possible sign of the healthy future of
football.

ENGLISH CRICKETERS IN AUSTRALIA.
Mr. A. C. MacLaren's cricket team has
reached Australia safe and sound, but it would
surely be better if the Lancashire gentleman,
in his desire to curry favour with the Corn-
stalks, did not bounce about the representative
character of his side, did not praise Syd Barnes
at the expense of most English bowlers, and
had not declared that he believed Rhodes would
have been a failure out there. If he thought
this, why did he ask Rhodes to make the
journey? Besides, Barnes has to prove his
value. As I have already said, I consider the
team stronger than most people do, but Mac-
Laren is really not discreet in the way he talks
to interviewers. Before trumpeting the value
of his wares in this way, he had better let them
show their worth. Moreover, there was no reason
to deary Rhodes, the best bowler we
have in England. However, the Englishmen
begin play this week-end against South Aus-
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Sanitary Board Office,
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MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 13th January.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	AMBRIA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 23rd January.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	C. FELD, LAEISE	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 12th February.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	AUSTRIA	Ger. str.	2 m.	Fellner	HAMBURG-AMERIKA LINIE	On 28th February.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	LENEX	Brit. str.	2 m.		DODWELL & CO., LIMITED	On 19th inst. P.M.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	ACARA	Brit. str.	1 m.		DODWELL & CO., LIMITED	On 21st inst.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	ATHESIA	Ger. str.	2 m.	Wagner	HAMBURG-AMERIKA LINIE	On or about 17th inst.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	EMPRESS OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 20th inst.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	TARTAR	Brit. str.	2 m.	E. Beetham	CANADIAN PACIFIC R. CO.	On 18th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	RIJUN MARU	Jap. str.	2 m.	N. Ohno	NIPPON YUSEN KAISHA	On 21st inst.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	ITO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 16th inst. at 4 p.m.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	TARTAR	Brit. str.	2 m.		DODWELL & CO., LIMITED	On 30th inst. at 4 p.m.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	INDEVEL	Brit. str.	2 m.	W. E. Craven, R.N.R.	DODWELL & CO., LIMITED	Quick despatch.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	THETA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	EASTERN	Brit. str.	2 m.	Ellis	GIBB, LIVINGSTON & CO.	To-day, at 4 p.m.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	TARTAR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 27th inst. at 4 p.m.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	MARIA VALERIA	Aus. str.	2 m.	Berberovich	SANDER, WIEBE & CO.	On 19th inst. P.M.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	MALACCA	Brit. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	On or about 17th inst.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	YAWATA MARU	Jap. str.	2 m.	A. E. Messer	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	BENGAL	Ger. str.	2 m.	T. Lehmann	SIEKENS & CO.	To-morrow, at 4 p.m.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	PRINZESS IRENE	Ger. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On or about 21st inst.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	INDUS	Brit. str.	2 m.	G. Danemann	CANADIAN PACIFIC R. CO.	Quick despatch.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	CHINKIANG	Brit. str.	2 m.	Duchateau	BUTTERFIELD & SWIRE	On or about 18th inst.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	ANPING MARU	Jap. str.	1 m.	S. Aizumi	MIYOSHI BUSAN KAISHA	To-day.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	MAIZURU MARU	Jap. str.	1 m.	T. Saito	MIYOSHI BUSAN KAISHA	On 15th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	DAIGI MARU	Jap. str.	1 m.	T. Katsuo	MIYOSHI BUSAN KAISHA	On 25th inst.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	SUNGIANG	Brit. str.	2 m.	Ellis	BUTTERFIELD & SWIRE	On 15th inst.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	EASTERN	Brit. str.	2 m.	A. Ramsay	GIBB, LIVINGSTON & CO.	To-day, at 4 p.m.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	ZAFIRO	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On 14th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	IZUMI MARU	Jap. str.	2 m.	D. Osets	BUTTERFIELD & SWIRE	On 18th inst.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	BORNI	Ital. str.	2 m.	D. Osets	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	SUIANG	Brit. str.	2 m.	Tedd	JASDINE, MATHIAS & CO.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	SENECA	Brit. str.	2 m.	R. Cornack	DODWELL & CO., LIMITED	On or about 15th inst.

SHIPPING.

ARRIVALS.
Dec. 10, ZAIRA, Portuguese gunboat, 605, Mello, Macao 10th December.
Dec. 11, ACHILLES, British str. 4,483, O. P. Williams, Japan via Shanghai 6th Dec, General.—BUTTERFIELD & SWIRE.
Dec. 11, ARIAKE MARU, Japanese str. 2,183, T. Tazaka, Moji 5th Dec, Coal.—M. B. KAISHA.
Dec. 11, BORNI, Italian str. 1,499, D. Costa, Bombay 17th Nov. and Singapore 30th, General.—CARLOWITZ & CO.
Dec. 11, CHUNSHAN, British str. 1,262, J. Jenkins, Singapore 8th Dec, General.—BRADLEY & CO.
Dec. 11, DAIGI MARU, Japanese str. 897, T. Kitano, Amoy and Swatow 10th Dec, General.—M. B. KAISHA.
Dec. 11, HAILAN, French str. 377, Andersen, Haiphong, Pakhoi and Hoihow 10th Dec, General.—A. R. MARTY.
Dec. 11, H. YACHT MARU, Japanese str. 3,809, J. Campbell, Moji 7th Dec, General.—NIPPON YUSEN KAISHA.
Dec. 11, PHA NANG, German str. 1,021, von Mangelsdorf, Ang Hin 1st Dec, General.—BUTTERFIELD & SWIRE.
Dec. 11, VICTORIA, Swedish str. 989, Hellberg, Penang and Singapore 30th Nov., General.—CHINESE.
Dec. 11, YEDO MARU, Japanese str. 1,089, K. Nakagawa, Cebu 16th Dec, General.—CHINESE.

CLEARANCES.

At the Harbour Master's Office,
11th December.
Achilles, British str., for Singapore.
Amigo, German str., for Swatow.
Elcano, Spanish str., for Manila.
Java, British str., for Shanghai.
Kwongkong, British str., for Swatow.
Lookee, German str., for Bangkok.
Michael J. Jensen, German str., for Hoihow.
Stuttgart, German str., for Europe.
Wingsang, British str., for Canton.
Woonung, British str., for Shanghai.

DEPARTURES.

11th December.
Amigo, German str., for Swatow.
Elcano, Spanish str., for Manila.
Java, British str., for Shanghai.
Kwongkong, British str., for Swatow.
Lookee, German str., for Bangkok.
Michael J. Jensen, German str., for Hoihow.
Stuttgart, German str., for Europe.
Wingsang, British str., for Canton.
Woonung, British str., for Shanghai.

VESSELS IN DOCK.

11th December.
ABERRDEEN DOCKS—Taifu.
Owlong Dock—Canton River, H. J. Albrecht, Tacoma, U.S.S. Princeton, Lai-Lee, Mongkut, Dr. Haus Jurg Kier, Saturn, Empress of Japan, H.M.S. Plover, H.M.S. Cressy, H.M.S. Ithra, H.M.S. Tiger.
COSMOPOLITAN DOCK—Taichong, Yuen-seng.

SHIPPING REPORTS.

The Japanese steamer *Hachi Maru*, from Moji 7th inst., had fresh to strong monsoon throughout.
The Swedish steamer *Victoria*, from Straits 30th ult., had strong northerly wind and high sea.
The Japanese steamer *Daigi Maru*, from Tamsui, Amoy and Swatow 10th inst., had fine weather with moderate N.E. breeze and very strong sea.
The British steamer *Chunshan*, from Singapore 1st inst., had fine weather first two days and strong monsoon with high sea the rest of passage.

NOT RESPONSIBLE FOR DEBTS.

Neither the Captain, the Agent, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officer or the Crew of the following Vessels during their stay in Hongkong Harbour:
OSBERGA, British barque, Denmark—OSBERG.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Steamship

"EASTERN,"
Captain Ellis, will be despatched for the above port TO-DAY, the 12th inst., at 4 p.m. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Manila are available for return by the Steamers of the China Navigation Company and vice versa.

For Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd December, 1901. [3678]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"
Captain Ellis, will be despatched as above TO-DAY, the 12th inst., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd November, 1901. [2979]

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINI UNITED COMPANIES)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Aden, Suez, Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.

THE Steamship

"BORNI,"
Captain D. Costa, will be despatched as above TO-MORROW, the 13th inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.

Hongkong, 3rd December, 1901. [7]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain Tadd, will be despatched as above TO-MORROW, the 13th inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Agents.

Hongkong, 6th December, 1901. [1188]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

"EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1901
"EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 15th Jan., 1902
"TARTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 23rd Jan., 1902
"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 12th Feb., 1902
"ATHENIAN" Comdr. H. Mowatt, R.N.R. WEDNESDAY, 26th Feb., 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
P. E. BROWN, General Agent, Pender's Street.

Hongkong, 5th December, 1901. [10]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SUEVIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 12th Dec. Freight.
SEBIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 23rd Dec. Freight.
NUERNBERG	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 6th Jan. Freight.
STRASSBURG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 19th Jan. Freight.
SAMBIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 28th Jan. Freight.
AMBRIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 12th Feb. Freight.
C. FELD, LAEISE	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 26th Feb. Freight.
ATHESIA	NEW YORK (via Suez Canal)	About 20th Dec.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 4th November, 1901. [1051]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
TACOMA	2,811	A. Dixon	December 21st
VICTORIA	3,562	J. Pantou	December 27th
OLYMPIA	2,897	J. Truebridge	January 11th
GLACIOL	3,750	W. Fries	February 7th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 232.
Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 243.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma, Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and TACOMA to DYNA and St. MICHAEL.

Rates of Passage to other Points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED, General Agents.

Hongkong, 5th December, 1901. [11]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, 14th Dec. } Borneo, 14th Dec. } Freight or Passage.
D. C. Gregor, R.N.R. } December }

YOKOHAMA VIA SHANGHAI, 17th Dec. } Freight or Passage.
Malacca, 17th Dec. } December }

MOJI AND KOBE, 17th Dec. } Freight or Passage.
E. G. Andrews, 17th Dec. } December }

(Passing through the Inland Sea).

LONDON, 21st Dec. } CHUBAN, 21st Dec. } See Special Advertisement.
C. L. Daniel, 21st Dec. } December }

SHANGHAI, 21st Dec. } BENGAL, 21st Dec. } Freight or Passage.
A. L. Valentini, 21st Dec. } December }

PASSENGER SEASON 1902.

For MARSEILLES, PLYMOUTH, ORIENTAL, 5,224 Tons, 29th March.

and LONDON DIRECT, MALTA, 5,064 Tons, 12th April.

Without Transshipment.

For Further Particulars, apply to

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM		OUTWARDS.	STEAMERS	DUE
GLASGOW	and LIVERPOOL	"PELEUS"	.....	On 13th December.
GLASGOW	and LIVERPOOL	"PATROCLUS"	.....	On 16th December.
GLASGOW	and LIVERPOOL	"STENTOR"	.....	On 24th December.
GLASGOW	and LIVERPOOL	"MEMNON"	.....	On 3rd January.
GLASGOW	and LIVERPOOL	"IDOMENEUS"	.....	On 8th January.
GLASGOW	and LIVERPOOL	"TANTALUS"	.....	On 16th January.

OR	HOMEWARDS.	STEAMERS.	TO SAIL.
LONDON	"GLAUCUS"	On 24th December.	
LONDON	"DEUCALION"	On 7th January.	
LONDON	"PELEUS"	On 21st January.	
LIVERPOOL DIRECT (Taking Cargo at London Rates)	"IXION"	On 18th December.	
LIVERPOOL DIRECT (Taking Cargo at London Rates)	"PATROCLUS"	On 16th January.	
"AETES" left Singapore for Hongkong and Amoy on the 29th ult.			

(Taking Cargo at London Rates)
(Taking Cargo at London Rates)
The S.S. "LAETUS" left Singapore for Hongkong and Amoy on the 29th ult.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.
Hongkong, 22nd November, 1901. [15]

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"CHINKIANG"	On 12th December.
MANILA	"SUNGKIANG"	On 12th December.
MANILA	"TAIYUAN"	On 18th December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 18th December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 18th November, 1901. [16]

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KORE & YOKOHAMA, FOR
OPERATING IN THE
OREGON RAILROAD & NAVIGATION CO.
CONNECTION WITH THE
STEAMSHIP
Tons. CAPTAIN HONGKONG.
"INDRAVELLI" 4,899 W. E. Craven, R.N. December 28, 1901.
"INDRAPURA" 4,899 A. E. Hollingsworth January 14, 1902.
"KNIGHT COMPANION" 4,111 C. E. Froggatt, R.N.R. February 18, 1902.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 11th December, 1901. [3150]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"ZAFIRO"
Captain A. Ramsay, will be despatched for the above port on SATURDAY, the 14th inst., at Noon.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th December, 1901. [3129]

FOR CALCUTTA.

CALLING AT SINGAPORE.

(If Sufficient Independent Offers)

THE Steamship

"SENECA"

Captain E. Cornock, will be despatched as above on or about SUNDAY, the 15th inst.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 7th December, 1901. [3125]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU"

Captain T. Katane, will be despatched for the above ports on SUNDAY, the 15th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 9th December, 1901. [17]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"INDUS"

Captain Ducheney, will be despatched for the above ports on or about MONDAY NEXT, the 16th inst.
For Freight or Passage, apply to
P. DE CHAMPORIN,
Acting Agent.
Hongkong, 10th December, 1901. [2]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA"

Captain Kilgour, will be despatched as above on or about 17th December.
To be followed by the Steamship
"AGAMA"
Captain Bement, on or about 27th December.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd November, 1901. [2585]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENBOY"

Captain Forbes-Saunders, will be despatched as above on FRIDAY, the 20th December.
For Freight, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 8th December, 1901. [2025]

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOV VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 18th inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 4th December, 1901. [19]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIVE AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship
"AUSTRIA"
Captain Fellner, will be despatched as above on WEDNESDAY, the 18th December, P.M.
The Steamer has magnificent accommodation for Passengers. Electric light. A Doctor is carried.
For information as to Passage and Freight apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 12th December, 1901. [3]

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIA VALERIE"

Captain Borberovich, will leave for the above places on THURSDAY, the 19th inst. P.M.
The steamer has capital accommodation for Passengers. Electric light. A Doctor is carried.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 5th December, 1901. [6]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LENOX" On 21st Dec.
"ORONSAY" About 31st Dec.
"AFRIDI" About 10th Jan.
"HILLGLEN" About 20th Jan.
"LOWTHER CASTLE" About 31st Jan.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 28th November, 1901. [1738]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "TRYNA" On 30th December.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 12th December, 1901. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 21st December, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London &c. will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 9th December, 1901. [1]

SINGING, PIANO, MANDO-LINE, BANJO, &c.

SIGNOR CATTANEO

has RESUMED TUITION.

TERMS \$10 per Month.
(Two Lessons per Week).
Care of ROBINSON PIANO CO.
Hongkong, 2nd April, 1901. [2894-1]

APOL & STEEL

A Remedy for all Impurities

Superior to all other Remedies.
Sold by
A. & WATSON & CO., LTD., HONGKONG.
MARTIN, Chemist, SOUTHAMPTON, ENGLAND. [3103]

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods, will be delivered from alongside.
Cargo impeding the discharge or remaining on board after Noon, the 11th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.
Hongkong, 7th December, 1901. [3130]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"VALETTA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo—
From London, &c., ex s.s. "Victoria."
From Australia, &c., ex s.s. "India."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
E. A. HEWETT,
Superintendent.
Hongkong, 8th December, 1901. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAVA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Optimal Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY, 9th inst.
Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
E. A. HEWETT,
Superintendent.
Hongkong, 9th December, 1901. [1]

HONGKONG STEAMERS.

Achilles, British str., 4,483, Williams, Dec. 11.
Butterfield & Swire
Ariake Maru, Jap. str., 2,990, Tsakata, Dec. 11.
M. B. Kishida, 1,499, Costa, Dec. 11.
Bormida, Italian str., 2,499, Costa, Dec. 11.
Carlotta & Co.
Brand, Norw. str., 1,520, Throsson, Nov. 30.
Dodwell & Co., Limited
Chow, German str., 1,055, Musing, Nov. 29.
Butterfield & Swire
Chunshan, British str., 1,282, Jenkins, Dec. 11.
Bradley & Co.
Daig Maru, Jap. str., 846, Kilano, Dec. 11.
Mitsui Bussan Kaisha
Dr. Hans Berg, Norw. str., 691, Larsen, Dec. 11.
M. B. Kishida, 1,499, Costa, Dec. 11.
Eastern, British steamer, 3,500, Ellis, Dec. 8.
Gibb, Livingston & Co.
Elsa, German str., 1,702, Schonyandt, Dec. 9.
Jelson & Co.
Emma Luyken, Ger. str., 1,109, Schall, Dec. 9.
E. A. Trading Co., Limited
Empress of Japan, British str., 3,003, Pybus, Nov. 27.
C. P. R. Co.
Esmeralda, British str., 966, McGinty, Nov. 17.
SheWAN, TOMES & Co.
Fushan, British steamer, 1,457, Lunt, Dec. 4.
Chinese
Hailan, French str., 377, Anderson, Dec. 11.
A. R. Marty
Haitan, British steamer, 1,183, Roach, Dec. 10.
Douglas Laprak & Co.
Hans, German str., 1,202, Lorenzen, Dec. 10.
Butterfield & Swire
Hans Menzel, German str., 1,949, Nebinger, Dec. 9.
E. A. Trading Co., Limited
Hitachi Maru, Jap. str., 3,800, Campbell, Dec. 11.
M. B. Kishida, 1,499, Costa, Dec. 11.
Hongkong, French str., 862, Pannier, Dec. 8.
A. R. Marty
Hopping, British str., 1,959, Roope, Nov. 29.
Jardine, Matheson & Co.
Haf, French steamer, 704, Godinau, Dec. 9.
A. R. Marty
Kwangle, British str., 1,467, Lincoln, Dec. 10.
Chinese
Lal-Top, Spanish str., 185, Fabrigas, Nov. 17.
A. R. Marty
Machow, German str., 995, Wendig, Dec. 6.
Butterfield & Swire
Maidarra Maru, Japanese str., 697, Saitou, Dec. 8.
Mitsui Bussan Kaisha
Mongkut, German str., 859, Gotsche, Nov. 15.
Butterfield & Swire
Neptune, British str., 2,178, Walters, Nov. 26.
Standard Oil Co.
Pasting, British str., 1,088, Shaw, Dec. 9.
Butterfield & Swire
Phranang, Jap. str., 1,021, Mangelsdorf, Dec. 9.
A. R. Marty
Progress, German str., 687, Meyer, Dec. 9.
Siemssen & Co.
Protector, Norw. str., 1,669, Thorstein, Dec. 4.
East Asiatic Trading Co., Limited
Rijon Maru, Jap. str., 2,978, Ohno, Dec. 6.
Nippon Yusen Kaisha
Seneca, British str., 1,337, Cormack, Nov. 27.
Standard Oil Co.
Singo, British str., 1,045, Warrell, Dec. 4.
Butterfield & Swire
Sikhian, British str., 957, Jones, Nov. 12.
Bradley & Co.
Suevia, German str., 2,660, Borok, Dec. 10.
Hamburg-Amerika Linie
Sulung, British str., 1,766, Tadd, Dec. 7.
Jardine, Matheson & Co.
Sungkiang, British str., 1,021, Moore, Dec. 8.
Butterfield & Swire

Tacoma, British str., 2,811, Dixon, Oct. 21.
Doddwell & Co., Limited
Taichong, German str., 828, Ahrens, Nov. 17.
Meyer & Co.
Taita, German steamer, 1,065, Martens, Dec. 8.
Chinese
Taiwan, British str., 1,450, Dawson, Dec. 9.
Butterfield & Swire
Thyra, Norw. str., 2,448, Halvorsen, Dec. 10.
Butterfield & Swire
Tsinan, German str., 1,002, Sanders, Nov. 18.
Arnhold, Karberg & Co.
Victoria, Swedish str., 939, Hollberg, Dec. 11.
Chinese
Yodo Maru, Jap. str., 1,069, Nakagawa, Dec. 11.
Chinese
Yuenang, British str., 1,128, Rolfe, Dec. 6.
Jardine, Matheson & Co.

SAILING VESSELS.

Dirigo, American ship, 2,845, Goodwin, Dec. 7.
Standard Oil Co.
Geo. T. Hay, British ship, 1,647, Spice, Oct. 20.
Arnhold, Karberg & Co.
Helen A. Wyman, Amr. ship, 1,664, Vanhon, Sept. 10.
Arnhold, Karberg & Co.
H. J. Albrecht, German schr., 701, Andersen, Oct. 16.
Master
J. B. Walker, Amr. bark, 875, Day, Dec. 9.
Standard Oil Co.
Lausang, Brit. bark, 1,215, McDougall, Aug. 14.
Master
Manuel Laguna, Amr. ship, 1,650, Nichols, June 30.
Standard Oil Co.
Osberg, British bark, 960, Densmore, Nov. 4.
Order
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.
Master

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovlev, at Taku.
Admiral Nakhimoff, Russian cruiser, 9,600, Capt. Vsevolodsky, at Yokohama.
Aleput, Russian gunboat, 8 guns, 1,200 h.p., Capt. Eliskis, at Vladivostok.
Alouette, French cruiser, 300, Lieut. Aoun, at Hongkong.
Amiral Charner, French gunboat, 450 tons, Capt. Baehne, at Saigon.
Annapolis, American gunboat, 1,000 tons, 10 guns, 1,277 h.p., Comdr. Karl Rohrer, at sea.
Aspern, Austrian gunboat, 976, Capt. Weber, at Taku.
Aspie, French gunboat, 475 tons, 3 guns, 450 h.p., Comdr. Jourmet, at Saigon.
Bengali, French gunboat, 550 tons, Lieut. Fille, at Pakhoi.
Brooklyn, American (flagship) armoured cruiser, Capt. F. W. Dickens, at Vladivostok.
Bugeaud, French cruiser, 4,009 tons, 19 guns, 9,000 h.p., Capt. Lefevre, at Saigon.
Bismarck, German cruiser, 1,800 tons, 8 guns, Comdr. von Hasselwitz, at Nagasaki.
Chasseloup Laubat, French cruiser, 3,800 tons, Capt. De Epigny St. Luc, at Comete.
Comete, French gunboat, Capt. Loeel, in Gulf of Tonkin.
Decade, French gunboat, 690 tons, 6 guns, Capt. Loeunay, at Pakhoi.
D'Entrecasteaux, French flagship, 14 guns, 13,500 h.p., Capt. D. du Tourmel, Bangkok.
Descaux, French cruiser, 4,000 tons, 13 guns, 9,000 h.p., Capt. de Saune, at Woonung.
Dimidi, Russian armoured cruiser, 5,893 tons, 34 guns, 7,000 h.p., Comdr. Sharan, at Port Arthur.
Don Juan de Austria, American gunboat, Com. Bowman, at Manila.
Eclairer, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku.
Frian, French cruiser, 3,300 tons, Capt. Adam, at Woonung.
Furst Bismarck, German flagship, Vice-Admiral Benham, 11,000 tons, 36 guns, Capt. Graft Moller, at Nagasaki.
Gaidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serbenniff, at Taku.
Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Hillbrand, at Shanghai.
General Alava, American gunboat, 1,800 tons, Lieut. Comdr. W. F. Halsey, at Manila.
Grenville, Russian cruiser, 1,492 tons, 2 guns, 2,500 h.p., Capt. Simionoff, at Shanghai.
Gromoboi, Russian battleship, 12,436 tons, 26 guns, 14,500 h.p., at Guichen, French cruiser, 8,200 tons, Capt. De Surgis, French cruiser, Rear-Admiral Kirchhoff, 6,900 tons, 30 guns, Capt. Pascheu, at Shanghai.
Helena, American gunboat, 8 guns, 1,993 h.p., Comdr. R. R. Ingersoll, at Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Iltis, German gunboat, 1,000 tons, 10 guns, Lieut. Comdr. Schamer, at Hongkong.
Isle de Luzon, American gunboat, Comdr. J. K. Cogswell, at Manila.
Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Berger, at Tongku.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.
Kentucky, American battleship, 11,500 tons, Capt. C. H. Stockton, at Hongkong.
Korvetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Taku.
Kermant, French gunboat, 13 guns, 1,200 h.p., Capitain de la Motte du Portail, at Saigon.
Lion, French gunboat, 740 tons, 4 guns, 500 h.p., Capt. Frost, at Lombardia, Italian cruiser, 2,900 tons, Captain John Bost, at Shanghai.
Lucas, German gunboat, 850 tons, 10 guns, Comdr. Deunhardt, at Mandjou, Russian cruiser, 14 guns, 2,400 h.p., Capt. Kachaloff, at Newchwang.
Mandjou, Russian gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Manila.
Marce Polo, Italian cruiser, 4,883 tons, 31 guns, Capt. Paolo Botti, at Shanghai.
Maria Theresa, Austrian cruiser, 5,900 tons, 39 guns, Capt. Cosulich, at Monadnock, American double-turret monitor, 4,000 tons, 1 gun, 4,060 h.p., Capt. Speyers, at Canton.
Monocary, American gunboat, 8 guns, 850 h.p., Comdr. F. M. Wise, at Taku.
Montary, American monitor, Capt. G. W. Flanagan, at Shanghai.
Navarin, Russian battleship, 2 guns, 1,150 h.p., Capt. Bolomeyoff, at New York.
New York, American flagship, 8,200 tons, 24 guns, Capt. M. R. S. Mackenzie, at Cavite.
New Orleans, American cruiser, Lieut. Comdr. Sperry, en route for Japan.
Nive, French cruiser, 6,000 tons, Capt. Morazan, at Taku.
Olry, French gunboat, on the Yangtze.
Ottavary, Russian gunboat, 1,490 tons, 12 guns, 2,500 h.p., Capt. Jensen, at Pascal, French cruiser, 14 guns, 8,500 h.p., Capt. Motet, at Taku.
Petrol, American gunboat, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Petrovsk, Russian battleship, 12,000 tons, Capt. Gerasia, at Yokohama.
Poltava, Russian battleship, 11,000 tons, Capt. Orgeroff, at

Princeton, American gunboat, 6 guns, 800 h.p., Comdr. J. R. Selfridge, at Hongkong.
Puglia, Italian cruiser, 2,250 tons, 10 guns, Capt. Canale, at Shanghai.
Rasbomik, Russian cruiser, 1,329 tons, 10 guns, Capt. Komaroff, at Redoubtable, French cruiser, 9,437 tons, 8 guns, 6,071 h.p., Capt. Neny, at Roasia, Russian cruiser, 12,200 tons, 28 guns, 14,500 h.p., Capt. Sepeleppoff, at Narasaki.
Rurik, Russian flag-ship, 48 guns, 13,500 h.p., Comdr. Haupt, at Taku.
Schwalbe, German cruiser, 1,120 tons, 8 guns, 1,500 h.p., Comdr. Boemer, at Seeadler, German cruiser, 1,840 tons, 8 guns, 2,800 h.p., Comdr. Schack, at Sevastopol, Russian battleship, 10,900 tons, Capt. Meloutsky, at Narasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barranoff, at Taku.
Sisoel Veliky, Russian battleship, 14 guns, 8,500 h.p., Capt. Mollas, at Taku.
Sivontch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Soubatin, at Taku.
Styr, French cruiser, 1,800 tons, Capt. Vincent, at Canton.
Surprise, French gunboat, 2 guns, 900 h.p., Capt. Mornet, at Shanghai.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstaedt, at Hongkong.
Vauban, French cruiser, 11 guns, 4,560 h.p., Capt. Boutet, at Kwanchauwan.
Vesuvius, Italian cruiser, 1,501 tons, 18 guns, Capt. Zeal, at Shanghai.
Vickburg, American gunboat, 1,000 tons, 10 guns, 1,118 h.p., Comdr. E. B. Barry, at sea.
Vipers, French gunboat, Lieut. Glon del Villeneuve, at Pootchow.
Vladimir Monomach, Russian cruiser, 16 guns, Capt. Prince Ouchtomsky, at Taku.
Vorwaerts, German gunboat, Capt. von Weiss, at Shanghai.
Vradnik, Russian torpedo-boat, 18 guns, 1,500 h.p., Capt. Regula, at Taku.
Wilmingon, American cruiser, 1,397 tons, 6 guns, Comdr. E. S. Prime, at Hankow.
Yorktown, American gunboat, 1,79 tons, 8 guns, 1,801 h.p., Comdr. W. Swift, Manila.
Zabiska, Russian cruiser, 1,230 tons, 20 guns, 1,194 h.p., Comdr. Shilruff, at Zaire, Portuguese gunboat, 605, Capt. Milla, at Macao.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcority, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Hongkong.
Albion, battleship, 12,950 tons, Captain W. W. Hewett, at Mira Bay.
Algol, sloop, 1,650 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Hankow.
Archon, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Sturtin, Hongkong.
Argonaut, battleship, 11,000 tons, 18 guns, Capt. G. H. Cherry, R.N., at Mira Bay.
Astraea, cruiser, 4,360 tons, 10 guns, 6,000 h.p., Captain C. J. Baker, at Shanghai.
Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, C.B., at Hongkong.
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Hongkong.
Brantford, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.

